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NANKING ENTRY AT HANKOW.

CITY'S WELCOME TO CHIANG KAI-SHEK.

NO FURTHER TROUBLE NOW ANTICIPATED.

STRAGGLERS DISARMED

Hankow, Apr. 5.
(11 p.m.)
After the panic aroused by the collapse of the Wuhan defence lines Hankow to-day is remarkably peaceful. The major portion of the Wuhan troops are retreating directly to Tientsin and are making for Hunan.

Only a few hundred stragglers arrived in Hankow and these were promptly disarmed by Mr. Kung Ken, the ex-Commissioner for Civil Affairs in Hupai, who was responsible for the speedy organization of the Peace Preservation Corps, which is effectively maintaining order until the Nanking forces formally take over control of the Wuhan cities.

The streets are gay with hunting in welcome to Marshal Chiang Kai-shek, who is expected to reach Hankow at one o'clock in the morning.—*Reuter.*

Admiral Chen Lands.

Shanghai, Mar. 5.
Admiral Chen Shao-kuen, Commander of the Nanking Second Squadron, leading ten gunboats of the Squadron, arrived at Hankow this morning.
The official landing of the Nanking naval chief was made at noon to-day and he was welcomed by large crowds of people.

A circular comforting the people, and assuring them of peace and that no looting would occur was issued.

A Chinese journal in Hankow, the *Chung Shun* (daily newspaper), according to Chinese sources, was suspended by order of Nanking officials this morning. All the Chinese newspapers have now ceased their attack on the Central Government, and in their leading articles there is a marked change of tone in favour of Marshal Chiang Kai-shek.

Troops Enter City.

General Liu Chi, Commander of the First Nanking Division, arrived at Hankow in the morning, while in the afternoon General Chiang Ting-min, Commander of the 9th Nanking Division, with 2,000 troops arrived on the s.s. Kong Sin. It is understood that General Hsia To-yen has also arrived in the City.

Hanyang Situation.

It is reported that the troops of Generals Yeh Chi and Hsia Wei are concentrated at Hanyang, but it is alleged they are leaderless and that both commanders deserted the Army immediately after the fall of Hankow. It is possible that these troops will be absorbed into the Nanking Army. Hanyang is quiet at present.

After the capture of Hankow, the tense situation on the Yangtze relaxed considerably and troop movements on the Tientsin-Pukow Railway have stopped. Through passenger and freight traffic on this line resumed to normal this morning.

Hunan's New Ruler.

The officer commanding the Hunan troops, General Ho Chien, who remained neutral during the war, has been formally installed as Commander of the 4th Nanking Army and Superintendent of Troop Disbandment in Hunan. The two new portfolios were recently announced in Nanking and accepted.

Heavy Rains.

Hankow, Apr. 5.
Two China Merchant Steam Navigation Company's steamers, with Nanking troops on board, arrived today, the men being landed. There was little demonstration, and only a small crowd collected. This was probably due to the heavy rains which have undoubtedly helped to preserve order.

No further trouble is expected. The great part of the Wuhan troops other than those who have gone over to Nanking, are already clear of the town and are going westwards into Hunan.—*Neapol Wireless.*

HIGH HOLBORN GAS EXPLOSIONS.

COMMISSION OF INQUIRY SUBMITS REPORT.

WORKMAN TO BLAME.

London, Apr. 5.
The gas explosion havoc in High Holborn just before Christmas is recalled to-day by the issue of a report by the Commission of Inquiry appointed by the Home Secretary to investigate the affair. The opinion is expressed that the explosion was probably due to the gradual accumulation of gas leaking slowly from neighbouring mains, becoming ignited in a manhole by some action on the part of one of three Post Office workmen.

The man probably responsible was Mr. Percy Thrower (who was killed) in using a petrol lighter. He died eight days after the explosion as the result of injuries received.

At the inquest recently, Mr. Ingleby Oddie, Westminster Coroner, said he was reduced to the theory that Thrower when in the dark duct was fumbling about for an electric plug and realising that there was a danger of being gassed, and wanting to get the job done quickly, lit his lighter.

"That is the theory that occurs to me," added Mr. Oddie, "and seems to be the probable explanation of the explosion. It is a singular coincidence that a lighter was long afterwards found lying in the debris that had been thrown up from the subway."

The Commission of Inquiry recommends an immediate examination of the whole of the Post Office tube installation and the provision of an adequate system of ventilation.—*Reuter.*

TASMANIA FLOOD DISASTER.

SERIOUS DAMAGE REPORTED IN ALL PARTS.

CAPITAL ISOLATED.

Hobart, Apr. 5.
Great damage has been done by unprecedented floods experienced in all parts of Tasmania.

Bridges have been washed away, and telegraphs and telephones destroyed everywhere, thus seriously interfering with communications.

The town of Hobart, the capital, is isolated from the rest of Tasmania, except by means of wireless.

Fourteen people were drowned when a dam burst at the Brislak tip mine, in the township of Derby. A motor-car was overwhelmed by floods on the north-west coast, and its five occupants were all drowned.—*Reuter.*

THE KING STILL PROGRESSING.

BAD WEATHER INTERFERES WITH ROUTINE.

London, Apr. 5.
H.M. the King passed another good day.
Owing to bad weather, His Majesty spent less than an hour in the gardens. He sat on the lawn protected from the wind by screens for some little while, and afterwards walked for about twenty minutes.—*British Wireless.*

LATEST FRENCH FLIGHT.

PARIS TO SAIGON IN ELEVEN DAYS.

Paris, Apr. 5.
The French airmen Bailly and Regnier have arrived at Saigon, on their flight from Paris. They did the trip in eleven days.—*Reuter.*

CARDINAL'S DEATH.

Rome, Apr. 5.
The death has occurred of Cardinal Gasquet. There are now twelve vacant "red hats".—*Reuter.*

SOVEREIGNTY OF POLAR LANDS.

CONTROVERSY STORY INCORRECT.

WASHINGTON AND LONDON BOTH DENY.

TRUTH OF THE MATTER

London, Apr. 5.
The greatest interest has been aroused by the suggestions appearing in the newspapers on both sides of the Atlantic that a diplomatic controversy between Great Britain and the United States has developed over jurisdiction in the Antarctic region, as the result of Commander Byrd's expedition.

As a matter of fact, the position has been greatly over-stated and, at present, there is nothing which could by any manner of means be regarded as a controversy.

Press "Reasons."

The newspapers support their statements by urging the potentialities of the Antarctic for the establishment of aviation bases, and suggesting that the existence of coal, mica and other mineral resources, coupled with the fact that practically all the world's supply of whales are to be found in the surrounding waters, are the principal factors.

Authoritative circles in London to-day state that the British Government is not aware of the impending despatch of a United States Note to Britain.

British Position.

If the U.S. Government has any intention, it is declared, the Note can only refer to an earlier communication from Great Britain to the United States offering to grant all possible facilities to Commander Byrd when exploring in the neighbourhood of British Antarctic possessions.

It is pointed out that the British Government have always claimed jurisdiction over certain areas in the Ross Sea and the Falkland Islands dependencies.

Washington Surprised.

A similar attitude is taken in Washington official circles. A message from the United States received to-day says that the State Department is most surprised by the reports in the British Press that the United States is preparing a Note contesting British claims in the Antarctic.

The State Department officials ridicule the suggestion that a diplomatic controversy has arisen or is likely to arise.

It appears that several months ago, the British Embassy forwarded to the State Department a Note permitting Commander Byrd to use British territory in the Antarctic, pointing out that Britain had sovereignty over certain lands in that region.

No Action?

The State Department says that it has not yet replied to that Note and that there has been no indication that any action in this connexion is contemplated, at least, at the present time.—*Reuter.*

The reports at which the State Department has expressed surprise also appear in the American newspapers.

U.S. Paper's Distortion.

The *Herald-Tribune* states that Britain has diplomatically drawn attention to the fact that Commander Byrd's recent explorations were made over British territory. The British note virtually claimed sovereignty over the entire South Polar region, part of which is already administered by the Governor General of Australia.

The newspaper asserts that the State Department has prepared a note disputing the British claims. It is pointed out that Mr. Hughes, the State Secretary, in 1924, expressed reluctance to assert the United States' right to sovereignty over Wilkes Land.

The State Department's recent reversal of this attitude is ascribed to a realisation of the aerial importance of the Polar mountain caps, offering the shortest routes between the land masses on either side.—*Reuter's American Service.*

"SOUTHERN CROSS" STILL MISSING.

SIX DAYS' SEARCH REVEALS NO TRACE.

EFFORTS CONTINUING.

Sydney, Apr. 5.
Grave apprehension is now felt regarding the loss of the famous trans-Pacific aeroplane "Southern Cross" which has now been missing in the wilds of West Australia for six days.

There were four persons on board, including Captain Kingsford Smith and Mr. Ulm, the Pacific flier, a navigator and a wireless operator. Mystery surrounds the whole affair as a wireless message was received from Captain Kingsford Smith stating that the "Southern Cross" had made a forced descent near Wyndham. No further message of any kind has come through, though it was understood that none of the occupants had been hurt.

A great air-liner, the "Canberra," arrived at Broken Hill from

"I'M ALONE" SINKING OUTRAGE.

Canada Sends Note of Protest to Washington.

REPARATION SUGGESTED.

Ottawa, Apr. 5.
The Canadian Government has forwarded to the Canadian Minister in Washington for presentation to the U.S. State Department, a long Note protesting against the sinking of the Canadian schooner "I'm Alone."

The Note suggests that the United States should make reparation and asks for clarification of the United States' attitude towards the right of "hot pursuit" under similar circumstances.—*Reuter's American Service.*

Sydney to-day with medical stores and provisions for the missing airman, while another aeroplane spent a fruitless day in searching for the wreck.

The Relief Committee which has been organised has come to the conclusion that the "Southern Cross" must have landed within fifty miles of Drysdale, which town the machine was seen to fly over at eleven o'clock on the morning of March 31st.—*Reuter.*

TRANSVAAL TRAGEDY SEQUEL.

SENTENCE ON WHITE FARMER.

Capetown, Apr. 5.
A sentence by the Bethel (Transvaal) Circuit Court of ten lashes and seven years' hard labour on a white farmer, named Jack Naffer, found guilty of the manslaughter of a native employee, has caused a sensation amongst farmers all over the country.

It is alleged that the native was flogged severely, tied by a leg to a tree head downwards, and died from shock as a result of the injuries, which included broken ribs and dislocation.

General Hertzog has ordered a postponement of the lashes pending investigation.—*Reuter.*

FAIR TO FOGGY.

The local weather forecast issued by the Royal Observatory states:—East winds, moderate; fair, probably some fog.

It is learned by cable from Shanghai that Mr. R. K. Butler, who is ill with small-pox, is now practically out of danger.

MERCHANT NAVY PRAISED.

FINE TRIBUTE BY THE PRINCE OF WALES.

HOW WAR HAZARDS WERE OVERCOME.

A GLORIOUS RECORD.

London, Apr. 5.
H.R.H. the Prince of Wales, who is Master of the Merchant Navy and Fishing Fleets, has written a foreword to the third and final volume of Sir Archibald Hurd's work, "The Merchant Navy." In this the Prince pays a magnificent tribute to the part played by the Mercantile Marine during the War.

He says:—"Let us who are land-dwellers not mince words over this thing. It is the glory of our Merchant Navy and will be so acclaimed by generations to come that they faced without hesitation tremendous odds and frequent hazard of death, undaunted in spirit, to the bitter end. Let us not forget also that, had it been otherwise, this country of ours must have perished."

New Hazards and Perils.

The Prince recalls that in the first stage of the war, the British seaman recognised that nothing more was being asked of him than to accept the usual hazards of naval conflict. With the arrival on the scene of the submarine, and the indiscriminate use of mines, the whole position for the merchant seaman was changed.

He found himself faced by hazards and perils such as he had never before experienced, or indeed had ever conceived as possible. With the intensification of the enemy's campaign, the British sailor saw himself directly involved in the whole frightful mechanism of war, whose grim operation reached its climax in the phase of unrestricted submarine attack.

The Auxiliary Patrol.

Special mention is made of the Auxiliary Patrol, which in its complete development was manned by nearly 50,000 officers and men.

Describing it as one of the most striking and certainly one of the most successful of the many pieces of war-time improvisation which history will place to the British nation, the Prince observes:—"Here was indeed a medley of small vessels—crawlers fresh from our fishing grounds, drifters, whalers, paddle steamers so familiar to Channel excursionists, yachts, motor launches and motor boats. Their hazardous duties were as varied as their types."

One Heart and Spirit.

"In their long hours of patrol, they watched the foe and hunted German submarines, searched for and dragged mines, fought hostile aircraft, controlled and examined millions of tons of shipping navigating the narrow seas, and, in many other ways, splendidly seconded the efforts of the Grand Fleet. Varied indeed these craft were in type, but the crews were animated by one heart and one spirit."—*British Wireless.*

MORE BOMBS ON U.S. TOWN.

MEXICAN REBELS TO BE WARNED.

Washington, Apr. 5.
At the request of Mr. Henry Stimson, the Secretary of State, the Navy Department is sending a destroyer to the port of Topolobampo in order to protect Americans and other foreigners in the State of Sinaloa who are endangered by the retreat of Mexican rebels in that region.

As a result of the continued dropping of bombs from rebel aeroplanes on the American town of Naco, in Arizona, Mr. Stimson has requested the Secretary of War to warn the insurgent leaders "on the matter."—*Reuter's American Service.*

Bulls and Inners

From the Office Butts.

One way of reaching the distressed mining areas is via "The I.L.P., the *Daily Press* station:—Dover Road."

Says a news item, "The hardest blow suffered by the whale industry has been, of course, the disappearance of the corset. Busts General Election."

If we could only give thanks instead of tanks.

"A telephone operator is born, not made" says the *Daily Press*. This is the soundest argument we have yet heard in favour of birth control!

"Radio is killing jazz," says a writer. It often does sound like murder.

One thing about these P.W.D. road-menders, they have plenty of chance to rise from the bottom.

The Home Government seems rather concerned about the coming bye-bye elections.

The sale of the Prince of Wales' hunters was a bad blow to the American humour industry.

A scientist says butterflies recognise each other at a distance of eight feet. That's one up on driver who so successfully removed the traffic beacon.



Mistress (engaging new maid): I had to dismiss my last maid because she wore my dresses when I was ill in bed. I hope you will not do that.
New Maid: May I see your wardrobe ma'am?

The Government radio station recently failed to record the screams of a seagull. This is believed to be the first instance of professional disappointment at missing the bird.

Garden Note:—The ties and cigars you received last Christmas may now be planted out with put a safety foot deep and during rush hours.

Divorcees may be bothersome and all that, but just think of the number of male lives they save.

A combined saxophone and bagpipe has been invented. Scientists have also discovered a new lethal gas.

A New York bookshop advertised that a film star would be on hand to autograph copies of Joseph Conrad's "The Rescue." That's an idea. Why not boost sales of the Bible a little by having Clara Bow sign copies?

"Is Billiards Too Easy?" asks a Singapore newspaper. They am.

Prohibition agents failed to land a Fish in New York Harbour on Tuesday.

This weather is awful. A Kowloon mosquito was seen last week-end undergoing a screen test.

Lots of doctors do things on the side—chiefly appendix operations.

"J.C.":—"We don't pay for chestnuts, so the pot of gold is not at the end of your rainbow."

Shanghai sporting news:—Jacob Finkelstein refereed the football match between the Sincowai Soccer and the Wayside Wanderers. The deceased, in private life, was an insurance man and would have been 23 years of age in October.

Great words of little wives:—"Wipe that asinine grin off your face and please explain where you have been."

"Bruiser":—"You may think what you like about some of our boxers, but we can't allow you to cast aspersions on the noble cauliflower industry."

Referring to the policy of the I.L.P., the *Daily Press* states:—"The Chairman, Mr. Marton, and Mr. Truce patched up the differences last December." We understand that the matter is now in the hands of Mr. Party and the Busta General Election.

The Bateman cartoon is yet to be drawn depicting the distress occasioned in the Traffic Department on receipt of the news that the beacon went on the blink.

Some of these bus-drivers have as much nerve as an artificial tooth.

To acquire a few brighter and stickier swear words, use one of these new cigarette lighters.

It is suggested that China has once more been thrown into the molting pot. These generals are certainly in a terrible stew.

A stray bat from the belfry:—"How can one play a high jump record?"

There is no truth in the story that members of the Hongkong Automobile Association intend raising a subscription for the removal of the traffic beacon.

According to a scientist, the earth's crust is 2,000 miles thick. This should reassure some of our fanling golfers.

The difference between a cook and a chef is mainly a matter of hat.

This dearer petrol movement at Home looks like putting the gall in gallon.

Some jockeys were merely seen recently to record the Easter Race Meeting. This is another was heard.

"Jack":—"The famous quotation you refer to is, 'you may fire after you remove that wart, Gridley.'"

The Government has decided to put a microphone at Shek-O during rush hours.

We have the electric eye and electric car. Now why doesn't some savour of the race come forward with an electric foot to bear down on the instep of the lady bridge partner who wants to tell everybody all about a cinema show just after you have bid one No Trump?

According to newspaper headlines, a "General Upset" is feared on the North-West Frontier. We'll learn all their names in time.

"Is another ice age approaching?" asks a contemporary. Judging by the sale of Frigidairo and Kelvinator sets, the answer would appear to be in the affirmative.

New share issues in the United Kingdom last year constituted a record. That's capital.

A doctor says tall women are usually the most gloomy in disposition. A short wife, but a gay one!

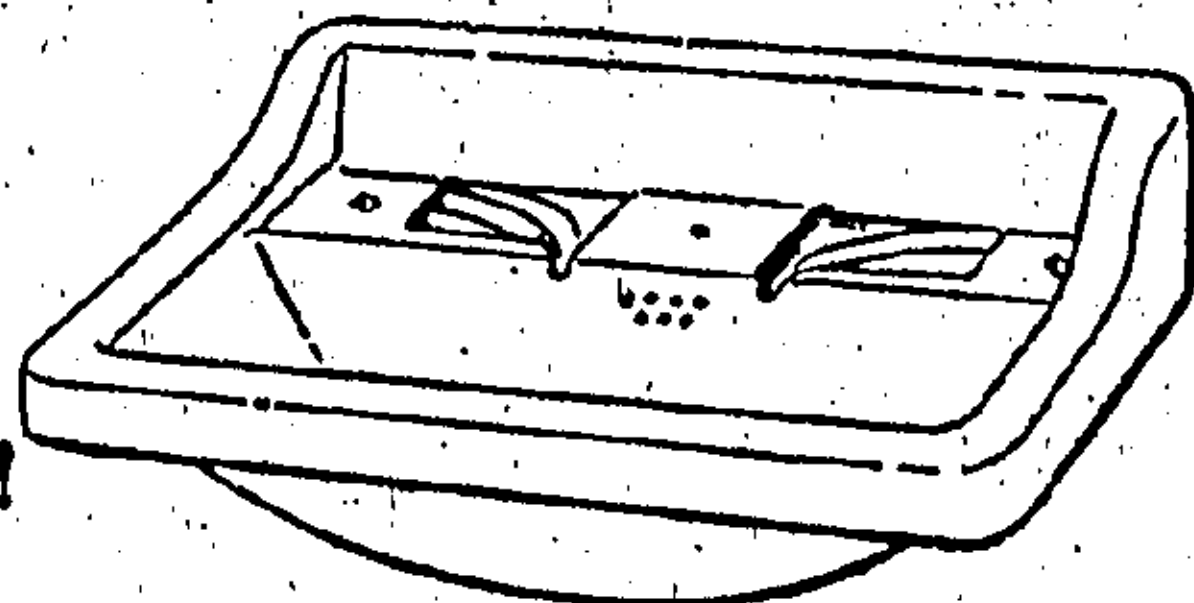
"With the approach of warm weather . . . debating evenings at St. Peter's Club House have been discontinued," states a contemporary. Yes, the winter is best for heated arguments!

Mr. Stuyvesant Fish alleges that he and his family were covered with pistols while "dry" agents searched his yacht in New York Harbour. Bet he thought he might be blatter pieces!

Judging from a police court case, this week, somebody got somebody else's goat, and there was some amount of kidding.

Now, Captain Randall, can you longer declare "I'm alone!"

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MEANING OF LIFE.

WASTEFULNESS IN NATURE IS ONLY APPARENT.

At this week's public meeting of the Hongkong Lodge Theosophical Society on Thursday, at the Theosophical Hall, Mercantile Bank Building, Mr. John Russell, the President of the Lodge, delivered an address on "The Meaning of Life." He said in brief:

Seeing in the material aspect of Nature merely the means by which the Spiritual Universe unfolds, Theosophy studies and reveals the laws of the unfolding life within all forms, as the origin and directing factor of all material manifestation. Theosophy offers a philosophy, an explanation of life, which, not denying the facts of science, shows that wastefulness in nature is only apparent, and that there is a higher purpose at work which is not visible to materialistic science. That purpose is the evolution of life which is going on continuously behind the evolution of forms, and it is for the purpose that life might unfold that material evolution takes place. Theosophy proclaims that life is something altogether independent of matter, and that it can exist apart from physical organisms. Life unfolds by means of the experience it receives through these organisms, and all organisms, all material forms, are merely the vehicles through which the life within comes in contact with the outer world, and by reaction to outer conditions, develops its innate powers.

The experiences it has accumulated are not lost when the form is broken. It stores them within itself and uses them as a foundation, as a mould to build new and higher, more efficient organisms. It matters little when the form perishes, the life continues, enriched by the experiences it has received through them. The evolution of forms is but one side of the process of evolution. To understand the universe thoroughly we must also make a study of the evolution of life.

Purpose of Life.

There is an intelligent purpose at the foundation of our universe, and that purpose rests on an invisible bedrock of law. This law regulates and sets the stage for our repeated descent on earth. Man is an immortal Ego, essentially Divine, bearing within himself all the goodness, the beauty, the love of his Divinity. It is to awaken these within himself, to unfold them from latency to a full and radiant manifestation, to lose himself in them, to become IT, he returns to earth again and again clad in ever higher forms, and learns, through suffering and joy—the effects of causes set going by himself—to know himself as Divine.

The law is that causes set going by a man in one life work themselves out as effects in this and succeeding lives. This relationship, cause and effect, is the ruler of our destiny, and destiny is thus self-made by each man and nation for himself. From our physical, emotional and mental vehicles, as well as from our spiritual self go continually forth actions, desires, thoughts, aspirations and divine ideas, which remain with us as part of our consciousness.

All thoughts, reflections, desires, ideas, aspirations and hopes, fleeting as they may be, leave an imprint on the mind in the shape of a mental image, and when, at death, man leaves his physical body behind, he carries away with him these mental acquisitions, which will condition his character and surroundings and "destiny" for his next life on earth. Such are the far-reaching effects of his experiences, joyous or painful; of his actions towards others, pleasure-giving or harmful; of his ambitions, noble or base; of his desires, selfish or unselfish. Whatever a man sows, that he inevitably reaps here, hereafter and on rebirth on earth.

A Fatalistic Outlook.

Every act, thought, desire and ideal, is so much force thrown out into the Universe, to which the Universe unfailingly reacts, and this reaction, falling in due time upon the actor, we call destiny. The threads of destiny are therefore our own weaving, and while in ignorance in the past we have created a destiny that puts undesirable limitations around us, we at any moment have the power to recreate, to send out now thoughts, to build a new destiny that will give us everything we hold desirable. By our thoughts and actions, desires and ideals do we create this destiny. Let us therefore choose right, and see that our thoughts and actions, desires and ideals deal with Truth and will bring to us the things most needed for our

OBITUARY.

DAUGHTER OF A FORMER HONGKONG DOCTOR.

Miss Elsie Thomson, M.B., Ch. B. Edin., D. P. H. London, of the Public Health Department of East Ham, who died at Kew on March 6 at the age of 35, was the younger daughter of Dr. J. C. Thomson, lately of the Government Medical Service of Hongkong, and Mrs. Thomson. She was educated at St. George's School, Edinburgh, and obtained her medical degrees at Edinburgh University. She was maternally and child welfare and school medical officer under the Staffordshire County Council, the London County Council, and the Ilford Urban District Council, and was resident medical officer at the Women's Hospital, Clapton. In June, 1925, she was appointed assistant medical officer in charge of the maternity and child welfare section and assistant tuberculosis officer at East Ham.

The funeral of Dr. Elsie Thomson took place at Richmond Cemetery on March 9. The Rev. F. W. Anderson, of Richmond Presbyterian Church, and the Rev. C. H. Hickling officiated. The family mourners included Dr. and Mrs. J. C. Thomson (parents), Dr. Ruby Thomson (sister), and Dr. Frank Thomson (brother).

HIGHWAY AFFAIR.

PEAK HOUSE BOY STRUGGLES WITH THREE MEN.

A house boy working at No. 515, The Peak, had an unpleasant experience at the hands of three desperados who attempted to rob him on the New Aberdeen Road, in Wanchai Gap, early yesterday afternoon when he was on his way to Aberdeen on a visit to his father.

In making a report of the incident to the Police later, the victim, Lo Hung-fong, said that he was on his way to Aberdeen about one o'clock. On nearing what is known as the No. 38 Bridge the boy passed three men who were walking in the same direction.

One of them approached him and tried to catch hold of him. He put up a struggle, causing the other two to join in. Undaunted by the majority in numbers the boy defended himself, and had the satisfaction of making the three men abandon their attempt. They ran away towards Wanchai Gap.

One of the men was stated to have been armed with a revolver, but the weapon was not made use of.

happiness and spiritual development. There is no such thing as blind chance, as immutable Law holds good throughout the Universe. What people by "chance" really mean is that the cause for a certain occurrence is obscure, and cannot, therefore, as yet be provided for. Whilst he who studies and observes the working of the law of cause and effect in life learns to guide his destiny with a firm hand, the ignorant or careless has to suffer, not realizing that suffering is avoidable to him who harmonizes his whole being with the Law. All life is a game in which certain forces are in operation, and it is only the man who disregards the existence of the law who continues in suffering.

The man who places his reliance in the will of a personal Deity is at the other end of the scale from the one believing in blind chance. Such a man believes that God wills before-hand everything that is to occur, and that nothing can, therefore, happen but what is willed and has the approval of God. It is an entirely unreasonable, fatalistic attitude, due to an incomplete understanding of the Law, and denies man any free will and power of choice, which man certainly possesses. Whilst final attainment is assured to all, yet the ways leading to it may be chosen by each man for himself.

FOR THE CHILDREN.

CHINA LIGHT AND POWER "AT HOME."

The annual "At Home" of the China Light and Power Recreation Club will take place on Sunday afternoon, when the opportunity will be taken to present the Cups to the winners of the tennis tournament that has been in progress since the beginning of December last.

The Committee hoped to make this the occasion of the official opening of the Children's Section of the Club, but, unfortunately, it will not be possible to complete all the arrangements in this respect. The attention of Kowloon residents is directed to this branch of the Club's activities as it represents one of the few examples in the Colony where the pleasures and welfare of the children have been taken seriously into account by any of the several Clubs in the Colony. In 1927, the Grounds Committee of the P.W.D. allotted a small space of ground on King's Park to the China Light and Power Recreation Club, sufficient to hold three tennis courts. This ground, however, forms part of a very much larger portion allotted to the Kowloon Cricket Club, but which that Club did not take up.

Notwithstanding this refusal, the Grounds Committee made it clear to the Committee of the China Light and Power Recreation Club that the original allotment must be held in reserve for the Kowloon Cricket Club and that their present tenancy would be but temporary. This unfortunate state of affairs forced the Committee to adopt a very conservative attitude as regards spending money during the first year, but the Club has, however, been so well patronised by the members of the staff and has proved such a source of pleasure, not only to the younger members of the staff from the point of view of recreation but to the several married members who have found this an excellent and healthy playground for their children, who number thirty-three, that the Committee were pressed to go ahead and chance being turned out by the Grounds Committee.

Inspection Invited.

The Secretary of the Club is a member of the play-grounds Committee of the local Residents' Association and, being on fait with the conditions prevailing in the Colony regarding Children's playgrounds it has been possible with the aid of the other officials of the Club and the generous support offered by the General Managers of the Company, to convert what was a waste patch on King's Park into an excellent playground for the children, for, amongst other things, there is a swing, see-saw, ball-court and last but not least, a sand pit.

Parents whose children play in the playground on Chatham Road would do well to visit this ground and afterwards visit the public Children's Playground in Chatham Road; they would the sooner realise that it will be for the benefit of all concerned if the Kowloon Residents' Association control Children's Playgrounds on this side of the harbour, and they can hasten this by becoming a member of that Association as soon as possible.

Unfortunately for the China Light and Power Recreation Club, the first typhoon that strikes Hongkong may undo a lot of the work put in during the last year, as the temporary match that at present serves as a Club House is not strong enough to stand any great strain. However, plans are being prepared for a stronger structure which, in due course, will be submitted to the Government for approval.

Should any Kowloon resident care to visit the Club ground on Sunday next, the Committee and staff will be pleased to welcome them.—Contributed.

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GLAXO builds firm flesh, plenty of strong bone, and a sound constitution. It contains nothing whatever to harm baby or cause him pain. That is why if Baby is fed on Glaxo he will progress steadily day by day into happy childhood. Give your Baby Glaxo—the food doctors recommend and give to their own babies—the food that has successfully reared the children of 5 Royal Nurseries. It will make yours a bonnie Baby too.

Glaxo
The Vitamin Milk-Food

"Builds Bonnie Babies"

Sole Agents:—

W. R. LOXLEY & Co.

EXPERT MASSEUR
and all kinds of chronic ailments.
MADAME H. MORITA.
Madame E. AKAJI.
4, On Lan Street; Tel. No. C.4398
Cures Rheumatism, Nervousness

MRS. MOTONO
HAND & ELECTRIC
MASSAGE

No. 512, Top Floor, Wyndham St., Hongkong.

Nervous debility

frequently is caused by faulty nutrition and can be corrected by a regular course of this lung-healing and body-building food. Ask for



SCOTT'S Emulsion
The protector of life

SALESMAN SAM



Loaded Down

By Small

Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection:

295, 300, 301, 305, 306, 315
344, 363, 371, 374, 376, 381
385, 411, 426, 427, 443, 445
455, 461, 462, 465, 474, 476
486

SITUATIONS WANTED.

A LADY arriving on 28th April to sail 1st May by "Empress of Russia" to Vancouver, would help with children or invalid for half second class passage. Apply Mrs. Hodson C/o. Thos. Cook and Son.

MISCELLANEOUS.

CLOSING SALE at Fook Weng & Co., China Building, Hongkong, for Canton Shawls, Swallow Linen, Silk and every description of Oriental Art Objects.

TO LET OR FOR SALE.

TO LET OR FOR SALE.—At Fanling (in On Lok Village), Furnished or Unfurnished, 4 Roomed HOUSE with Garden and Garage. Moderate Price. Apply KWONG SANG HONG, Ltd., 250, Des Voeux Road Central.

ARE YOU SICK? Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Contipation; Rheumatism; Dropsy; Typhoid Fever; Nervousness; and Diabetes. Yee Fook Lun, Chinese Herbalist, Managing Director. Entrance 66, Queen's Road Central, Tel. C. 6009.

KWONG HANG & CO.

TEL. C. 2786.
43, Des Voeux Road Central.
Government and Admiralty Coal Contractors.
HOUSE COAL.

Peak at \$23.00 per ton.
Upper Level \$22.00
Middle Level \$21.00
Central Office \$20.00
Kowloon \$17.00
The above prices include delivery charges to destination.

MRS. SEKAI MASSAGE

6, Wyndham Street, 1st floor, Hongkong.

EDINBURGH

residential part of town, in LEAMINGTON

PRIVATE HOTEL

Leamington Terrace

Ideal holiday residence, large rooms, every modern convenience. En Pension from £3.3. Bed and Breakfast 8/6. Write Mrs. Damster, Cable "Linksoal."

COMING SOON!

DOUGLAS FAIRBANKS

in THE

IRON MASK

COMING SOON!

New Advertisements

ST. STEPHEN'S COLLEGE.

The Summer Term begins on Monday, 8th April. There will be an Entrance Examination for New Boys (Boarders and Day Boys) at 9 a.m. on Monday, 8th April, at Prospect Place, Bonham Road.

FANLING HUNT.

Draft Programmes and Entry Forms for the Spring Meeting, to be held on Sunday, 21st April, 1929, may be obtained from Messrs. Thomson & Co., York Building.

Entries close at 12 o'clock noon on Wednesday, 10th April, 1929. THOMSON & CO.

THE CHINA LIGHT & POWER COMPANY (1918), LTD.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at the Offices of Messrs. Shewan, Tomes & Co., the General Managers of the said Company, "St. George's" Building, Hongkong, on Monday, the 6th day of May, 1929, at 12 o'clock Noon, when the subjoined Resolutions will be proposed as Ordinary Resolutions.

1. That the authorised capital of the Company (which is now \$3,600,000 divided into 720,000 shares of the nominal value of \$5 each, the whole of which have been issued) be increased to \$5,000,000 by the creation of 280,000 additional shares of the nominal value of \$5 each ranking as from date of allotment for dividend and in all other respects pari passu with the shares constituting the Company's present issued capital.

2. That 80,000 of the said 280,000 additional shares be offered forthwith in the first instance (in the proportion of one new share for every complete number of nine existing shares held by them respectively) to the members of the Company who on the 6th day of May, 1929, are registered in the Company's Share Register as the holders of the said 720,000 shares at par and so that on acceptance of the offer the full nominal amount of \$5 due in respect of each such share taken up shall be paid not later than the 4th day of July, 1929.

And that such offer be made by notice specifying the number of shares to which the member is entitled and limiting a time within which the offer if not accepted by the member on behalf of himself or his nominee will be deemed to be declined, and that the Directors of the Company be at liberty to fix such date or dates and upon such terms as they may think fit. And further that any of the said 80,000 shares which shall not be taken up by the Company's shareholders in manner aforesaid be disposed of in such manner at such time or times and upon such terms as the Company's Directors shall in their absolute discretion think fit.

3. That no shareholder shall be entitled to any offer of a fraction of an additional share in respect of any odd share or shares held by such shareholder.

4. That the remaining 200,000 of the said 280,000 additional shares be issued in such manner at such time or times and upon such terms and conditions as the Company's Directors in their absolute discretion shall think fit.

THE TRANSFER BOOKS of the Company will be closed from MONDAY, the 16th day of April, 1929, to SATURDAY, the 4th day of May, 1929 (both days inclusive), during which period no transfer of shares can be registered. Dated the Twenty eighth day of March, 1929.

sd/- SHEWAN, TOMES & CO. General Managers.

"PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Roomed and Six-Roomed APARTMENTS, with all Modern Conveniences, Drying Rooms and Out-houses, Two 1/2".

Apply to—
CREDIT FONCIER D'EXTREME-ORIENT.

CHINA AUCTION ROOMS

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

Of the Valuable Leasehold Properties situated at Victoria, Hongkong, and known as Nos. 62A, 64, 66 and 68 Queen's Road Central and Nos. 19 and 21 Stanley Street, Victoria, Hongkong, erected upon Inland Lot No. 7. Area 10,910 square feet. Annual Crown Rent \$190.00.

To Be Sold in One Lot

by Public Auction

on THURSDAY,

the 18th day of April, 1929, at 3 o'clock p.m.

by Mr. E. V. M. R. de Sousa

at the China Auction Rooms, 2A, D'Aguilar Street, Victoria, Hongkong.

For further Particulars and Conditions of Sale.

Apply to—

Messrs. Johnson, Stokes & Master, Solicitors for the Vendors or to

Mr. E. V. M. R. de Sousa The Auctioneer. Hongkong, 28th March, 1929.

CHURCH NOTICES.

To-morrow the First Sunday After Easter.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, April 7th, 1929, Low Sunday, Choral Eucharist 8 a.m. Children's Service 10 a.m. Peak Sunday School 10 a.m. Matins 11 a.m. Preacher: The Rev. H. V. Koop, Holy Communion 12 noon, Evensong 6 p.m. Preacher: The Dean. Social Evening in Cathedral Hall after Evensong.

Union Church, Kennedy Road, Sunday, April 7th, 1929, Sunday School 10 a.m. Morning Service 11 a.m. Preacher: Rev. F. C. Young. Sermon "The Fundamental" Hymns 135, 741, 146, 599. After the morning service the Communion of the Lords' Supper. Evening Service 6 p.m. Preacher: Rev. F. C. Young. Sermon "No temple" Hymns 87, 154, 183, 683.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station, Sunday Service, 11.15 a.m. Subject "Unreality." The Sunday Morning at 10 o'clock Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass. U.S.A.

Wesleyan Methodist Church, Queen's Road East, Sunday, Services: Morning: 10.15 a.m., "Sunday School Anniversary" Preacher: Rev. J. C. Knight. Anstey. Evening: 6.00 p.m. Preacher, Mr. W. H. Smith Subject "The Pearl of Great Price." Sailors and Soldiers Home Prayers East, Sunday: 3.00 p.m. Men's Bible Class 8.15 p.m. Service Mens Social Hour, Wednesday: 8.15 p.m. Gospel Meeting for Service men.



Movie actresses marry in haste and repeat at leisure.

LAMMERT'S AUCTIONS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY,

the 8th April, 1929,

at 11 o'clock a.m.

at their Sales Room,

Duddell Street.

3 Complete Sets of Hollow Win Lamps, 14 Lamps each set.

3 Hot Air Fans.

4 German Table Lamps.

6 English Table Lamps.

7 800 and 2,000 C. P. German Lamps.

3 German Iron Safes with Combination.

5 Bundles Piece Iron

and

5 Cases Cotton and Silk Socks.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY,

the 8th April, 1929,

commencing at 2.45 p.m.

at No. 1, Stanley Terrace

(Middle Floor), Quarry Bay,

immediately above West Gate,

Taikoo Dock Yard.

A Quantity of Household Furniture

and

One Cottage Piano by Anderson Music Co.

(Particulars from Catalogue).

On View from Sunday, the 7th April, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY,

the 9th April, 1929,

at 11 a.m.

at the Godown of Messrs. Jardine, Matheson & Co., Ltd., East Point.

20 DRUMS LAMP OIL

(MINERAL).

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY,

the 9th April, 1929,

at 2.30 p.m.

at their Sales Room, Duddell Street

One 1928 Sports Model Monot & Goyne, 5 H.P., Speedometer Electrically Fitted, Practically New.

One 1924 Twin Harley-Davidson, Engine Recently Overhauled, New Tyres and Inner Tubes.

On View on Day of Sale.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY,

the 9th April, 1929,

commencing at 2.30 p.m.

at their Sales Room,

Duddell Street.

A Large Quantity of Valuable Household Furniture.

comprising:—

Teak Hatstand, Desks, Bookcases, Glass Cabinet, Chesterfield Couch and Armchairs, Gramophones and Records, Carpets, Rugs, Tricycles, Perambulators, Oil Paintings, Pictures, Electric Fans, Standard and Table Lamps, Porcelain and Brass Ware, etc., etc.

Teak Dining Tables, Dining Chairs, Sideboards with Bevelled Mirrors, Dinner Wagon, Dinner Crockery, Glass Ware, White Frost Refrigerators, Filters, Aluminium Cooking Utensils, Teak Ice Chests, etc., etc.

Teak Iron and Brass Bedsteads with Mattresses, Single and Double Wardrobes with Bevelled Mirrors, Marble Top Washstands, Toilet Crockery, Chests of Drawers, Dressing Tables with Bevelled Mirrors, Enamel Baths, Chamber Stands, etc., etc.

On View from Tuesday, the 2nd April, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY,

the 8th April, 1929,

commencing at 2.30 p.m.

at their Sales Room,

Duddell Street.

A Large Quantity of Fine Canton Blackwood Furniture.

also

One "Austin" 20 H.P. 5-Seater Motor Car, Recently and Completely Overhauled, Repainted and Replaced and 6 New Tyres Fitted

and

A Large Quantity of Fine Canton Blackwood Furniture.

also

One Rover Motor Car 8 H.P., 2 Seater in Good Running Condition.

On View from Monday, the 8th April, 1929.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

POST OFFICE NOTICE

RADIO NOTICES.

The Radio Office is now situated on the ground floor of the P. & O. Building on Des Voeux Road, next to the General Post Office. This office is open day and night.

All particulars as to ships in communication, rates, etc., may be obtained at the Radio Office as above.

Radio Telegrams may be sent to Europe, America, Philippine Islands, Dutch East Indies and many other destinations; also to Canton and many places in South China. Full particulars at the Radio Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

REGISTERED and PARCELS MAILS are closed 15 minutes earlier than time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

It is hereby notified that on and after 1st January, 1929:—

(a) the radio rate on messages to Macao will be 10 cents per word.

(b) the charges on messages to all Ship Stations, irrespective of Nationality, will be on the basis of a word rate, pure and simple, with no minimum charge.

Direct wireless communication has now been established between Hongkong and the Kiangsi Stations at Wuchow, Nanking and Luchow—the charge is \$0.20 per word. Messages will also be accepted for Kwai-Yang and Changsha by above routes—the charge being \$0.80 per word. No charge will be collected from the addressees for the delivery services.

Wedding cards for transmission by post to places outside the Colony must be securely packed in tin boxes.

It is hereby notified that on and after 15th March, the rates for radio telegrams from Hongkong to the undermentioned places in Kwangtung Province (except Canton) will be as follows:—

Kongmoon

Kochow

Toy Shan

Pakhoi, Swatow

Hohow, Sammai

and Chungshan

In both cases the addressee will be required to pay an additional charge due to the Receiving Station of \$0.20 per word; this charge also applies to radiotelegrams received at Hongkong from Pakhoi, Swatow, Hohow, Sammai and Chungshan.

INWARD MAILS.

From

U.S.A., Honolulu, Japan and Shanghai

Per

Shanghai and Swatow

Per

U.S.A., Honolulu, Japan and Shanghai

Per

U.S.A., Honolulu, Japan and Shanghai

Per

U.S.A., Honolulu, Japan and Shanghai

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U.S.A., Honolulu, Japan and Shanghai

Per

U.S.A., Honolulu, Japan and Shanghai

Per</

Extract from leading article in "South China Morning Post" of 12th March, 1929.

pillars? Why is your architecture so strangely mixed? Where are your parks? Why no zoo or aquarium? Where does your flat dweller chop his wood? Why does he burn wood when gas is cleaner?

—He is behind the times.

Modern Homes in England and America use

GAS FOR EVERYTHING

We supply on generous

HIRE-PURCHASE TERMS

Gas Cookers, Hotplates, Grillers,
Gas Toasters, Geysers, Boilers,
Gas Coppers, Water Heaters,
Gas Lighting Fittings,
Gas Fires, Radiators,
Gas Irons,
etc, etc.

CALL, WRITE or PHONE

FOR FREE ESTIMATE

HONGKONG & CHINA GAS CO., LTD.

OFFICES & SHOWROOM: WEST POINT

CENTRAL SHOWROOM: ICE HOUSE STREET

(Near Star Ferry)

KOWLOON OFFICE & SHOWROOM

JORDAN ROAD, KOWLOON.

TELEPHONE CENTRAL 47.

GRAND CORONAS

TINS
of
50



TINS
of
50

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Des Voeux
Road C.

Yours Truly
Tobacco Store

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Central
1858

P. T. FARRELL

Consulting Engineer & Manufacturers' Representative.

Agencies for:—

Bolinder's Crude Oil Engines Marine,
Stationary and Lighting.

"WYANDOTTE" Boiler Cleaner and Cleanser.
King's Building, Top Floor.

Telephone Central 4422, Telegraphic Address "PARSEKINO"

THE NAVY'S CHOICE

Gates
ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

RAILWAYS AND ROAD

HOW THE "SOUTHERN" HAS BEEN HIT.

"A very large proportion of this loss is due to the competition of the private motor, and it is difficult to know what we can do to recover this traffic."

This statement was made by Brigadier-General the Hon. Everard Baring, when presiding at the annual meeting of Southern Railway shareholders, and had reference to the fact that, in spite of a large increase in passenger journeys, there was a considerable falling-off in receipts last year.

The Channel Tunnel project was also among the subjects discussed by Brigadier-General the Hon. Everard Baring, who said:

"The cost of construction, as well as the maintenance, of the tunnel, the working expenses, irrespective of who owns the rolling stock, the provision of terminals on both sides of the Channel, the size of the rolling stock to be adopted, the possibility of having to widen our line up to London, the reduction of our fleet, are all matters which will have to be submitted to the most searching examination."

Dock Developments.

Dealing with developments at Southampton, he said that a complete scheme of development provided for the construction of about 16,500 feet of deep water berths, with dry docks, warehouse buildings, and other equipment at an estimated cost of £13,000,000.

With regard to the proposed new bridge across the river at Charing Cross, he said:

"There is no doubt that the site on the river bank now suggested for the station would provide a fine frontage, but let there be no misunderstanding. The consent of the shareholders will be asked for by us only if the conditions and undertakings we have demanded are granted."

In conjunction with other railway companies, they were he added, in active negotiation with a large number of omnibus companies throughout the country, and there was every reason to believe that these negotiations would proceed satisfactorily and prove to the company's advantage.

In order to compete with the motor coach and local omnibus services outside the electrified area we have," he said, "in common with the other railway companies, been compelled to offer a large number of reduced fare facilities throughout the country. By this means we have increased the number of passengers carried, but we have not succeeded in avoiding a loss in revenue."

Speaking on the resolution that the report and accounts should be adopted, Colonel F. Hilder said that he did not consider they had made any advance since the last meeting.

"Although we are owners," he said, "we are not passengers; we have no control over the captain, officers, or the crew."

Colonel Hilder added: "I have suggested whole-time directors for this job—just two or three, and they must be the newer ones coming in. I should like to see some of the directors chosen from the staff."

Interruptions.

Interruptions made it almost impossible for Lord Monkswell, a subsequent speaker, to finish his speech. Shouts, stamping of feet, and rowdy scenes between individual shareholders led to an angry appeal by Lord Monkswell to the chairman to preserve order.

He said that the cause of the trouble which had overtaken the Southern Railway, in common with other British railways, was arrested development.

"Management of railways," he added, "can always be represented to be a subject too technical for the public to understand. As for the directors, the only members of any British Railway Board I have ever heard of who have more than a smattering of knowledge about railways are, with insignificant exceptions, a few ex-officials who merely act as decoy ducks of officialdom."

"It is a sorry farce of which the shareholders and the public are victims, and there can be no satisfactory progress until the system is smashed to atoms and directors are appointed who have knowledge, energy, and time sufficient to exercise real control over the officials."

Look Inside of Yourself

for the causes of ill-temper and depression. Most likely torpid liver on a congested state of the intestinal tract is to blame. The right remedy is Pinkettes, which gently yet efficiently stimulate the liver, dispel constipation, restore activity to the digestive organs.

Of chemists everywhere, or post free, 60 cents per vial, from the Dr. Williams' Co., 60, King's Road, Shanghai.

PINKETTES

The Dainty Little Laxatives.

TAKE TWO TO-NIGHT.

"You'll feel better in the morning!"

NUGGET Boot Polish



"Good morning Miss Shoe, you look positively charming."
"A personal reflection, I assure you, Mr. Nugget."

A.P.D.



Be sure that your food
is safe to eat



KEPT at ordinary temperatures, foods soon become unfit for use. Even before it possibly can be detected, spoilage is going on. Health is menaced by the rapid growth of harmful germs.

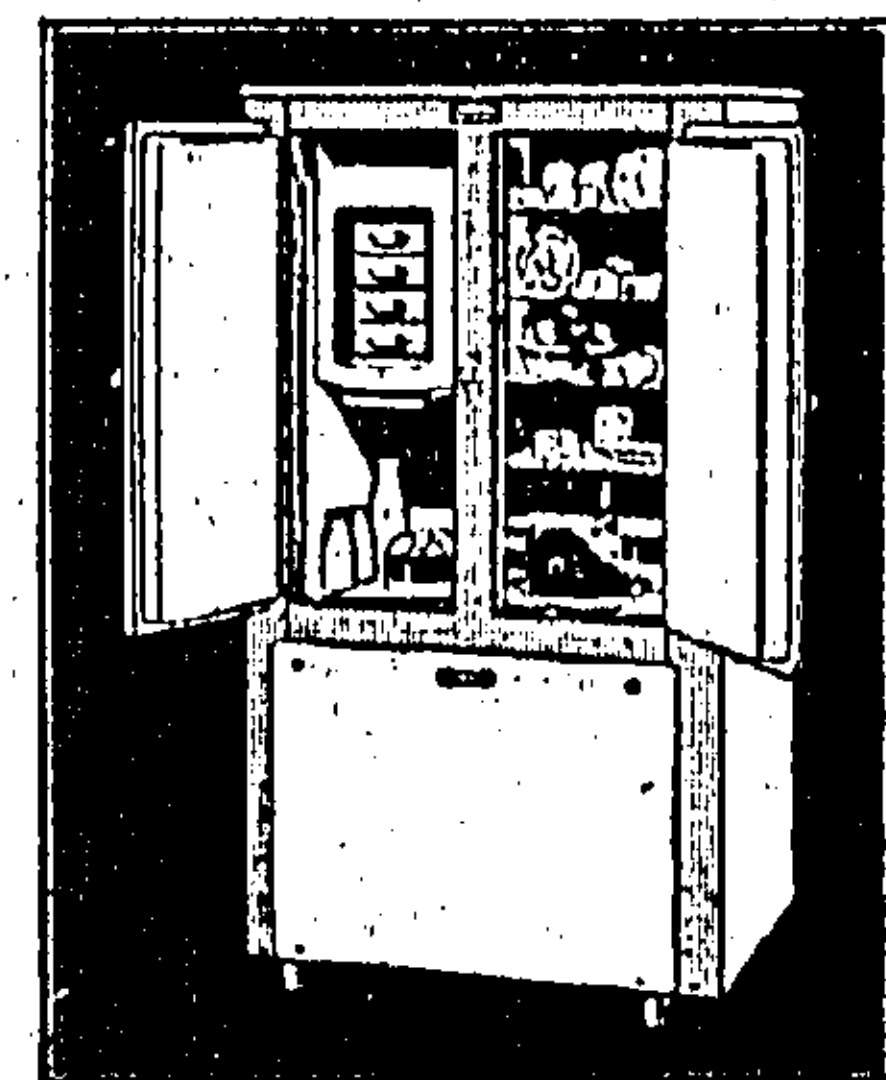
But you can avoid all this—with Frigidaire!

This automatic refrigerator provides the low temperatures which halt bacterial activity on foods. It keeps raw and cooked edibles in perfect condition—fresh, pure, healthful—for days on end. It uses no ice. Yet it actually freezes large ice cubes for every meal. Or it

makes dainty frozen desserts whenever you want them—as often as you wish.

Frigidaire operates without attention. It's air-cooled—no water required, no plumbing necessary. It uses just ordinary electric current from a single connection. It's powerful, quiet, depend-

FRIGIDAIRE
PRODUCT OF GENERAL MOTORS



able—efficient regardless of kitchen heat or outdoor temperatures. And its operating cost is remarkably low.

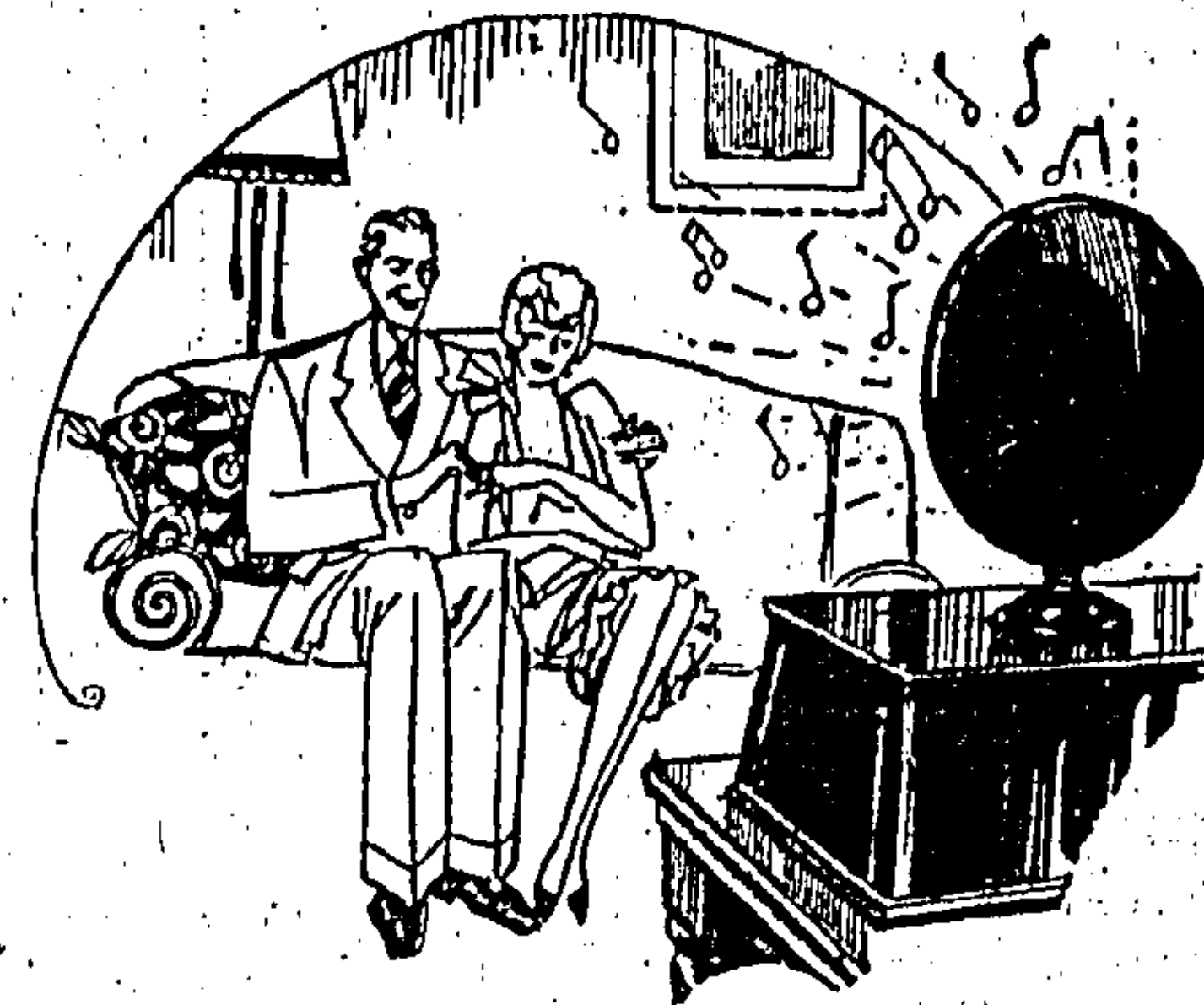
We'd like to tell you more about Frigidaire for your home. If convenient, call at our show room to-day or at your first opportunity.

Sole Distributors for Hongkong and South China:—

DODWELL & CO., LTD.

QUEEN'S BUILDINGS.

"ZBW" — HONGKONG CALLING!



LISTEN IN ON A —

GECOPHONE

WIRELESS SET.

2-VALVE RADIO RECEIVER AND GRAMOPHONE REPRODUCER, COMPLETE WITH VALVES, HIGH AND LOW TENSION BATTERIES, LOUD SPEAKER AND AERIAL EQUIPMENT..... HK \$125

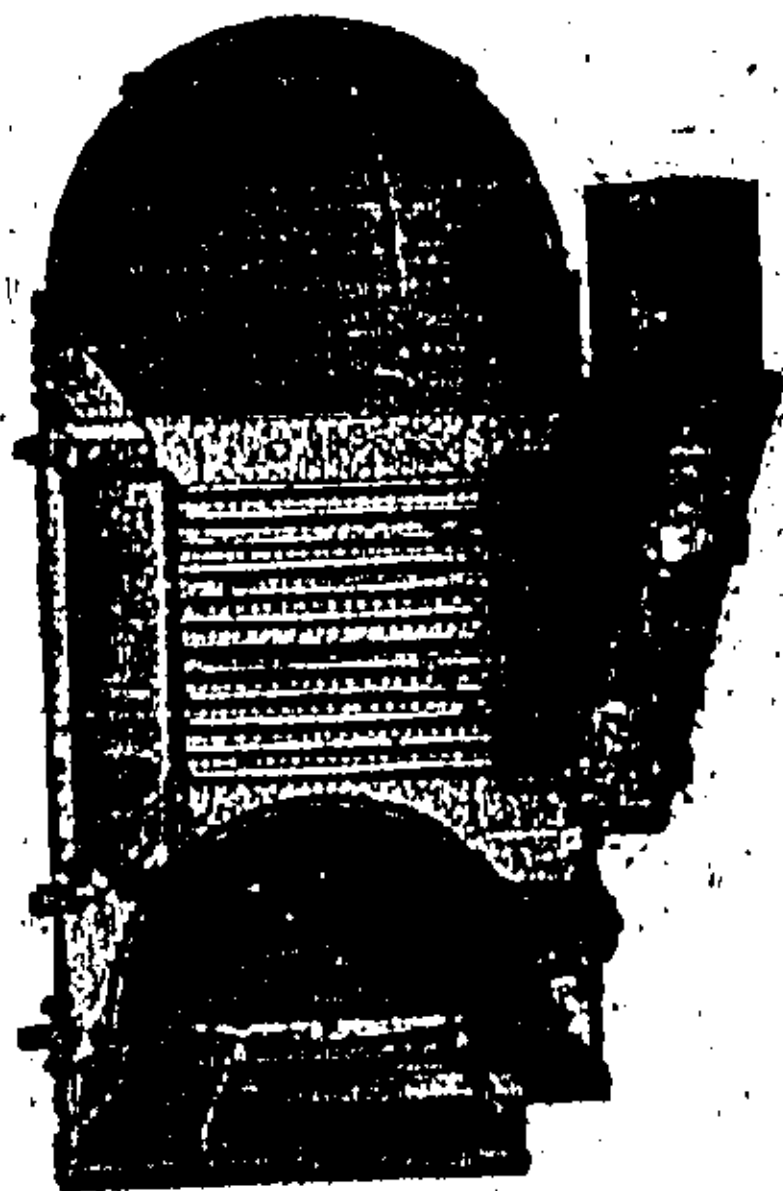
Arrange with us for a Demonstration.

Full stocks of Accessories, Valves, etc. including screen grid 2 and 6 volt. valves.

The General Electric Co. (China), Ltd.
Queen's Building. Tel C. 518.

COCHRAN

for

EVERY INDUSTRIAL PURPOSE.
STEAM AND HOT WATER.THE STANDARD DONKEY BOILER
FOR STEAM & MOTOR SHIP
AUXILIARIES.**BOILERS**

COCHRAN & CO. ANNAN, LTD.

SOLE AGENTS:—

THE GENERAL ELECTRIC CO.
OF CHINA, LTD.

Queen's Buildings.

Hongkong.

THINGS ARE LOOKING UP!So, you can treat yourself to some new luggage.
Send your old suit cases to the**HONGKONG BENEVOLENT SOCIETY**
CITY HALL,

Any Monday and Thursday at 10.30.

And thus delight the heart of some needy one
going Home.For your floor—furniture—and
every domestic article requiring
a stained and varnished finish**"Wilheyela"****Oil Varnish Stains**

IN

Oaks—Walnut
Mahogany—Satinwood
Rosewood—Ebony BlackCan be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

AGENTS:—

S. C. LAY & CO.

Alexandra Building.

Telephone C. 763.

Wilkinson, Heywood & Clark

SHANGHAI.

HONGKONG.

Use

PURICO

THE UNEXCELLED COOKING FAT

Obtainable at

All GROCERS & STOREKEEPERS.

Agents:— **KELLER, KERN & CO., LTD.**

15, Connaught Road,

Telephone C. 3129.

"DRINK MORE MILK."INTERESTS OF PUBLIC
HEALTH.

The fact that milk contains the three principal food groups, viz., carbohydrates, fat and meat, makes it one of the few really "ideal" foods. It is a combination, as it were, of flour, fat and meat, in such a form as to make these three articles as easily digestible as possible. Moreover, fresh milk as well as sour milk and the milk-containing fats of butter, abound in vitamins—precious substances without which proper dieting and normal development would be quite impossible. Seeing that milk, in addition to all that, has always been one of the cheapest foods, it is not surprising to note that its use has always been largely advocated in the interest of public health, especially in the shape of "milk breakfasts" for school children. The Society for the Prevention of Excessive Infant Mortality and for the Use of Milk as a popular Food has put the same aim before it.

Some school medical officers have since maintained the view that too much milk was given to children and that the effect had been harmful. That this view was mistaken, became abundantly clear during the war years when school children throughout Germany were underfed in consequence of the existing milk shortage. Subsequently, when sufficient quantities of milk were more available, the effects on these underfed children were quite astonishing. They regained new vitality like withered flowers placed into water. If we desire to emphasize the value of milk as a main and as a supplementary article of food, we cannot do better than quote this well-known fact.

Special Advantage.

A special advantage possessed by milk is that, despite its great nutritious value, it does not excite the nervous system or the bodily organs in general. It differs very much in this respect from most other foodstuffs, such as meat and meat extracts, and, of course, from such stimulants as alcohol. Numerous people suffering from an incurable chronic inflammation of the kidneys caused by too good living would be in much better health if they had been content with simpler meals and if they had drunk more milk.

Why, then, it might be asked, why is it that a certain discredit attaches sometimes to the drinking of milk? The explanation is that a certain type of children—i.e., those who, owing to their bodily constitution, are already suffering from an excess of fluid matter in their tissues—do not benefit from drinking milk. Moreover, infants after reaching a certain age—may be positively injured by being fed on too much milk. These, however, are exceptional cases, and do not detract from the value of milk to the majority of people. A matter which deserves very great attention, however, is the fact that a number of microcosms, such as the germs to whose presence typhoid fever, cholera, dysentery, etc., are due, thrive exceedingly well in milk if the slightest traces of them have been introduced into a quantity of milk by accident or inadvertency. It has, for instance, been repeatedly observed that serious epidemics of typhoid fever originated in dairies. It is, however, easy to counteract this danger. All that is necessary is to boil or to pasteurise the milk. If this precaution is adhered to, there can be no longer any question of infection. Such milk is still excellent as a food; and the lost vitamins may be easily replaced by a few tomatoes, some lettuce, or a few lemons.

Remedies.

A number of people object to boiled milk on the ground that it is a "denatured" article of food. This objection is not without its justification; but in this case, too, it is simple to provide a remedy. This consists in adding lactic-acid bacilli, or kefir, or the extremely useful yoghurt substance to the boiled milk, which turns the latter into an exceedingly tasty beverage abounding in vitamins.

Apart from milk, the other dairy products are also highly recommendable as a food. Butter, for instance, is the most tasty fat in existence, and at the same time the most nutritious. Cheese, notwithstanding its cheapness, exceeds meat in regard to its food value. It is not surprising, therefore, to observe that vegetarians who do not abstain from milk and milk products, retain a robust and active constitution, whilst those who eat too little meat and eggs and who drink too little milk, are apt to feel famished—a condition which it is impossible to remove by the exclusive use of vegetables.

DOCTOR ADMITS ERRORREPORT ON WOMAN
MOTORIST'S CONDITION.

A charge of drunkenness when in charge of a motor-car, which was brought against Mrs. Kate May Venner Dear, lingerie manufacturer, of Oatlands Park Hotel, Weybridge, was dismissed at Fitcham Police Court yesterday.

Dr. Byham, of Sunbury, stated that when he examined Mrs. Dear at the police station, she was in a confused state and was not fit to drive a car. Her unfitness was certainly not due to drink. When he examined her he was unaware that she had been ill.

The Chairman—We were told at the previous hearing that your report stated: "Called to the station and examined Mrs. Kate May Venner Dear, and found her in a confused state and not in a fit condition to drive a car."

"It left us to think," said the Chairman, "that you agreed with the witnesses if you have another case like this you would much assist the Bench if you will plainly say whether or not the person is drunk."

Dr. Byham—I should have done it on this occasion. I admit it was an error.

Dr. Barclay, of Weybridge, said Mrs. Dear was suffering from the effects of influenza, and as a result was liable to attacks of cerebral anaemia. He examined her on the morning after the accident and found she was still in a confused state.

On a second charge of dangerous driving Mrs. Dear was fined £10, and £5 19s. 6d. costs. The Bench ordered her licence to be endorsed, and suspended for three months.

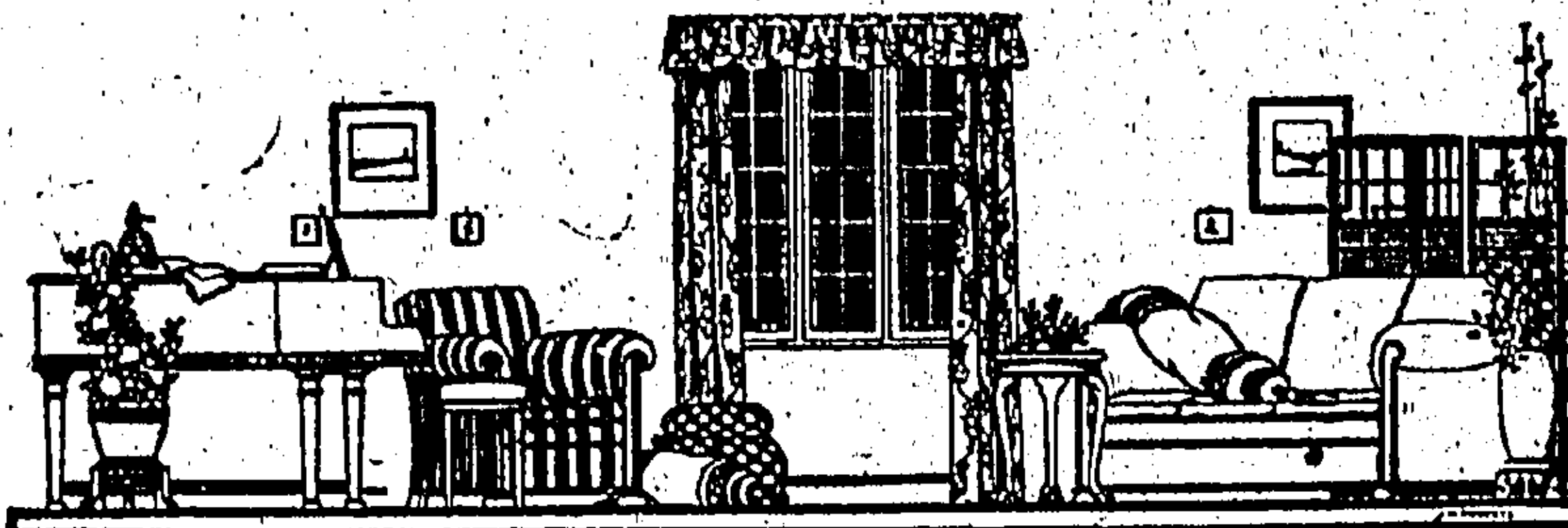
It was stated that she swerved across the road and demolished a bicycle.

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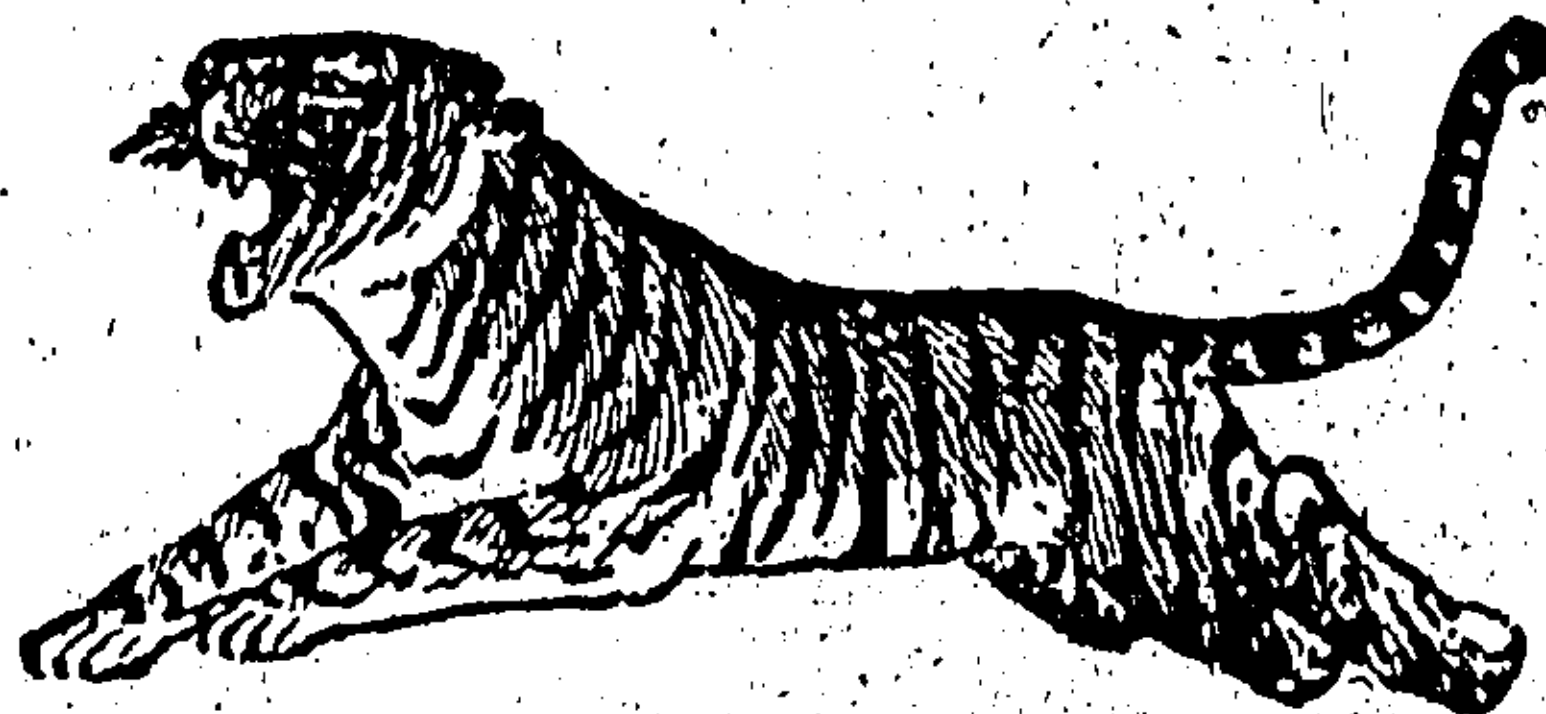
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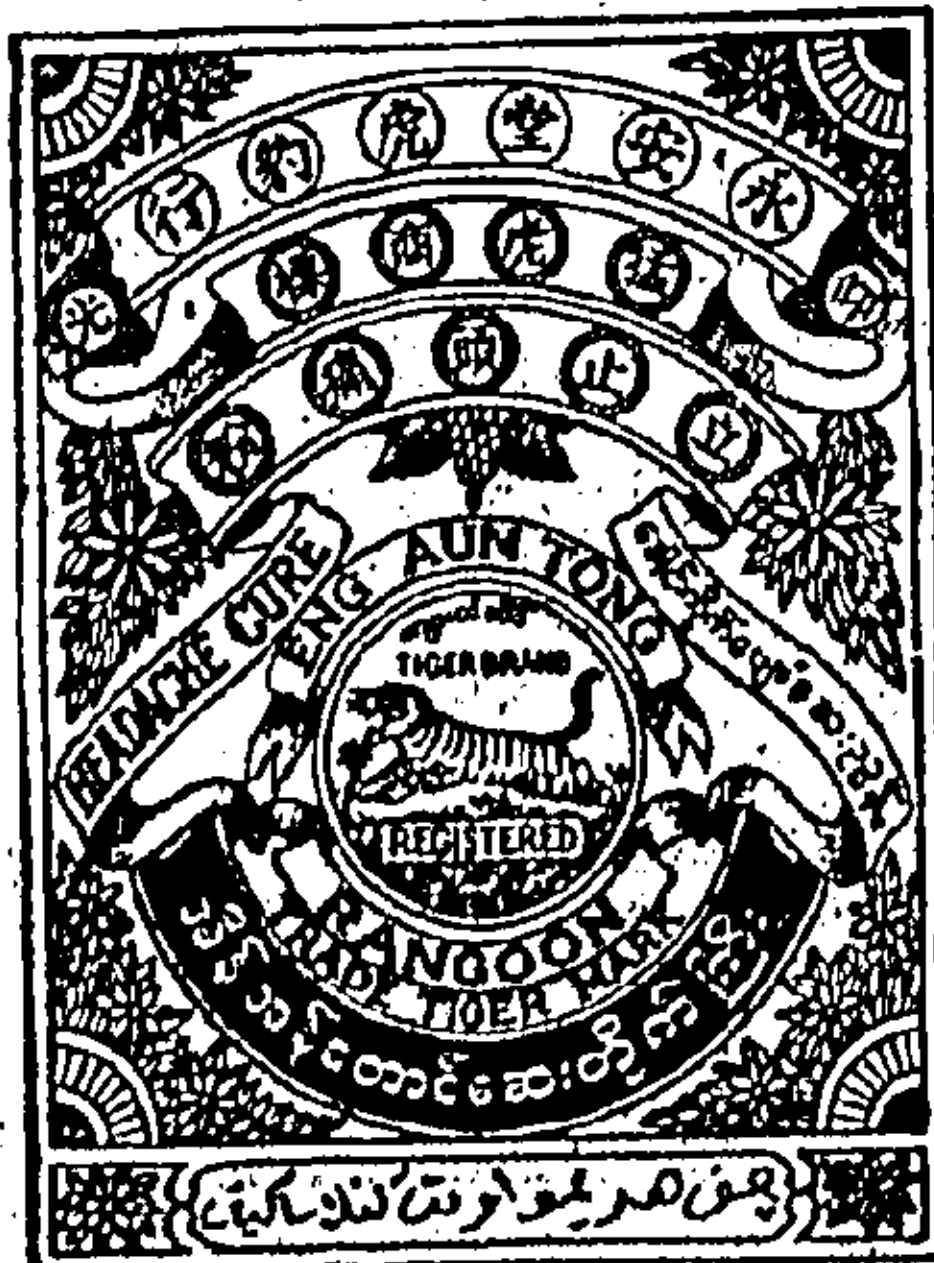
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Do you ever suffer from Headache, Cough, Colds, Rheumatism, Neuralgia, Gout, Sore-throat, Toothache, or Asthma? If you do, will you allow us to solve the question of securing a cure, of course, a permanent one, and put an end to these dreadful enemies of humanity? Or do you like to be handicapped in society, in business or in your daily association with your strong, stout friends? For your own good, we would strongly advise you to have an open mind, and to make use of what you can call your true companion, our preparation—**THE TIGER BALM**. This BALM, which is entirely free of animal fat and other injurious substance, has been proved most reliable and unrivalled in curing the above diseases. The great demand for this BALM, which exceeds over a **MILLION POTS** each year, testifies amply to its eminent value and efficiency.

SO WHY NOT GIVE IT A TRIAL NOW AND GET IMMEDIATE RELIEF?**OBTAINABLE AT ALL DRUGGIST SHOPS AND BIG STORES.**Big Pots **60** cts each.
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Do you suffer from chronic headache? Have you found what it means to suffer from the serious drawback of a constant headache? Your mental capability is weakened, and you are hindered greatly in your social duties. You attend to your daily work with the wrinkles as of an old man, and you return home, trying to exact "A POUND OF FLESH" from your homely wife, and lovable hibern. Can't we solve the problem for you? We do not render you a long bill for our professional attendance on you. On the contrary, we are only too anxious to help you to be cheerful, everywhere you go. We want you to be a "DON JUAN" in society, and a well-respected member in business circles. Just pay a few copper coins and you will get all the relief you require. We will help you to drive away the evil of this disease—**FOR EVER**.

SO PLEASE PROVE THE TRUTH OF THE ABOVE BY GETTING A PACKET OF OUR "TIGER BRAND HEADACHE CURE" WHEN OCCASION ARISES.**10 cents per packet.****ENG AUN TONG**
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URGENT HONGKONG HOTEL ROOF GARDEN

THE BANVARD MUSICAL COMEDY COMPANY

will present a special

CABARET ENTERTAINMENT

in the course of

DINNER DANCE

at the Hongkong Hotel Roof Garden on

MONDAY, the 8th April

Reserve your Dinner table at once, please, to avoid disappointment. Accommodation limited. For this special occasion (which cannot be repeated owing to the impending departure of the Musical Comedy Company) the charge will be \$7 (seven dollars) per head. Reservation: Hongkong Hotel.

THE HONGKONG & SHANGHAI HOTELS, LTD.

Pending, famed for its sands where Captain Malcolm Campbell created a world's speed motor record, is to be developed by a limited company.

Capt. Morgan has retired from the governorship of Princetown Prison, Dartmoor, and is succeeded by Capt. Clapton, from Maidstone.

WOMAN'S WORLD FOR OUR LADY READERS.

Learning Languages.

SPIRIT OF ENTERPRISE LACKING.

In a speech at the annual luncheon of the British Export Society held in London recently, reference was made to the fact that the Government Committee for Salesmanship are asking the Board of Education to arrange for an investigation into the teaching of modern languages in England, that a comparison may be made between the facilities provided there and those of other countries.

This is certainly a step worth taking in the necessary movement towards perfecting our salesmanship abroad, but I do not believe says a writer in a Home magazine, that, once the investigation is made, it will be found that a great part of the guilt for our neglect of foreign languages lies with our educational advisers.

If they are in fault, then I rather think that their sin is in attempting to do too much for people who have forgotten how to do almost anything for themselves.

I hate to say it, but, after contrasting the attitude of the working people I have met abroad—in France, Switzerland, and Italy—in this matter of acquiring languages, with that of our own people, I am convinced that what is lacking in us is the spirit of enterprise.

Abroad you find hotel-workers, clerks, typists, shopkeepers, both men and women, eagerly watching for an opportunity to talk to an English person, solely with the object of trying to enlist one's help in obtaining work over here.

Eagerly they will explain that a knowledge of English would be of great use to them in business, and that, to obtain six months' residence in the country, they have saved for years, perhaps, and that they would be willing to work, as one boatman put it "only for eating."

How many of our people in the same lines of business would make any sacrifice at all to learn an extra language?

The Problem of Growing Hair.



It is a very real problem just now! Since the majority of girls have decided to follow the lead of certain Society beauties and allow their locks to grow, they feel the urgent need of something to "camouflage" as it were, the untidy straggling ends that are inevitable in the early stages.

Some girls have frankly adopted the "transformation" others have fallen back on the famous "Lenglen band." But these besides being unhealthy for the roots of growing hair, are quite impossible in the case of the girl who has continually to put on or remove a hat. Some other means must, therefore, be found.

Hairdressers obligingly come to the rescue and produce tight little "Permanent" curls all over the head. The process takes over the first couple of months or so, after which it is a good plan to have the hair curled in little "corkscrews" in the nape of the neck. Some of the coiffures seen recently at the theatre and in the ballroom prove

how exceedingly becoming these corkscrews can look, especially on a youthful, well-shaped head. Special narrow bandeaux are obtainable, both for daytime and evening wear. With the curled coiffure they are quite successful, and they are helpful also to the girl who has naturally wavy hair and does not wish to spoil it by artificial curling. During the day perfectly plain bands must, of course, be worn, but in the evening some very pretty schemes may be worked out. A softly swathed satin ribbon band is simple to manipulate, and if it is slipped through a pearl buckle it becomes at once sufficiently decorative for any occasion.

Then there is the dainty little diamante bandeau, which holds the front hair firmly in position and, slipping behind the ears, permits the side pieces to form a piquant frame for the face. Holding the hair neatly down to the back of the head, it fastens at centre back with a rather large oblong ornament, under which persistently straying ends may be securely tucked.

Lace Dresses.

SHOULDER FLOWERS ALSO OF LACE.

In the "Openings," which are now on in full swing, in London, there are many flowered silk frocks, which will vie with the flowers when the summer comes, and stand out amidst the green trees.

Lace frocks are also popular. The nicest ones are in mastic colour mounted over tight short slips. One of the new ideas is to have a plain black foundation, which shows darkly through the open-work of the lace.

These touches of black have become increasingly popular throughout this season of colour. They are now more than mere "touches" of black. Many of the fashion prophets predict that this will be a black and white season. Certainly nothing looks more smart than this combination.

The latest thing to wear with these lace dresses is the shoulder flower in lace also, and should the

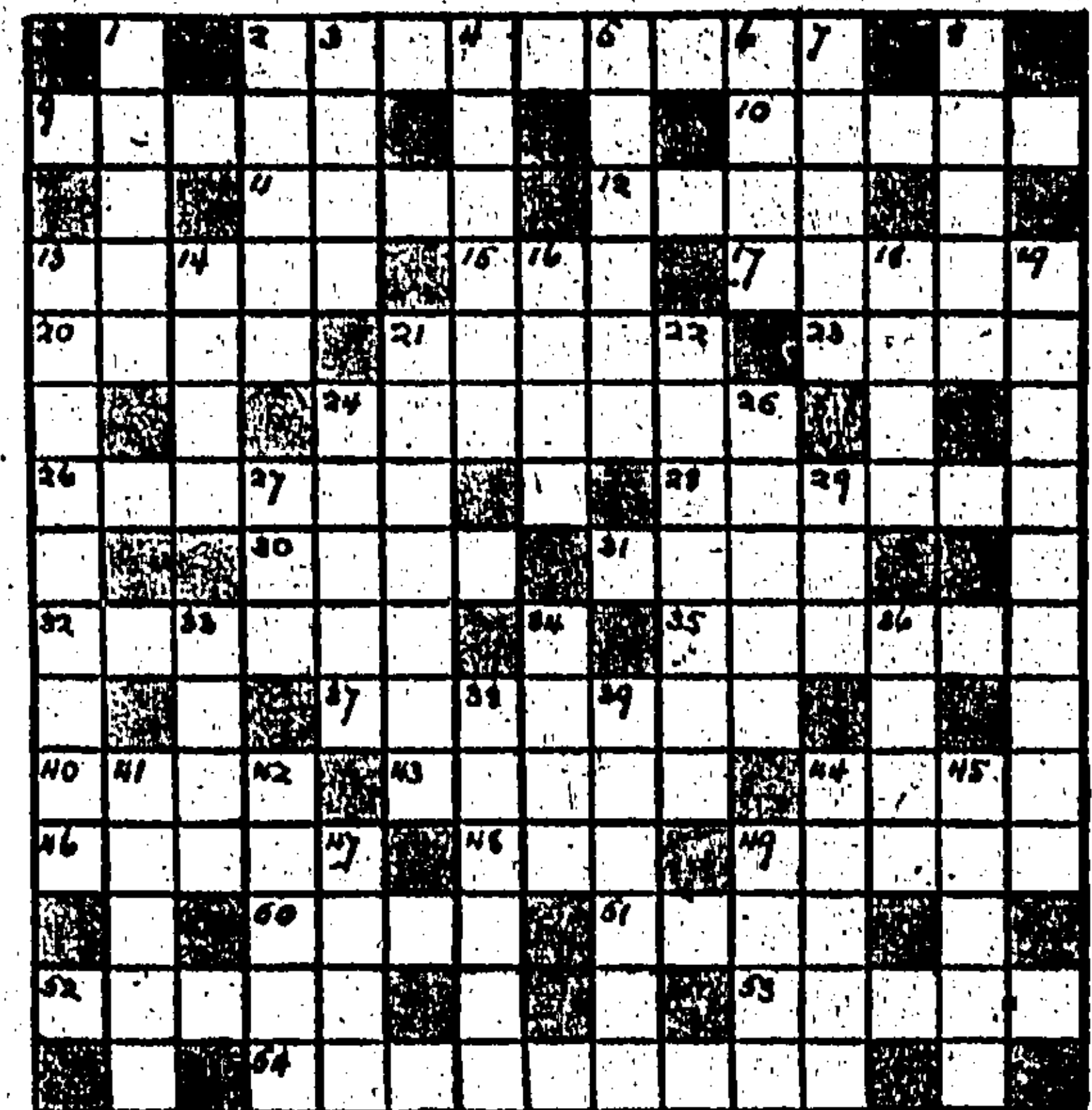
dress be in mastic or black, red is the preferred colour. Sometimes flaming scarlet is used alone. Sometimes it is combined with white. These two shades give a note of fresh, clear colour which is very welcome.

Two Tone Gowns. Two tones or two textures of the same colour combined in a single dress provide the theme for many of the smartest models this season.

The two texture idea has now been in the mode for some time, and it is capable of great variety. The use of the dull and shiny sides of crepe-satin has given its particular cachet to many afternoon gowns.

The same idea is now being carried into combinations of dull wool and shiny silk of identically the same colour. A sports frock seen recently shows wool jersey bound and faced with satin of the same colour. That colour is yellow beige, which is one of the pleasantest and the smartest for outdoor wear to-day.

OUR NEW BRITISH CROSSWORDS.

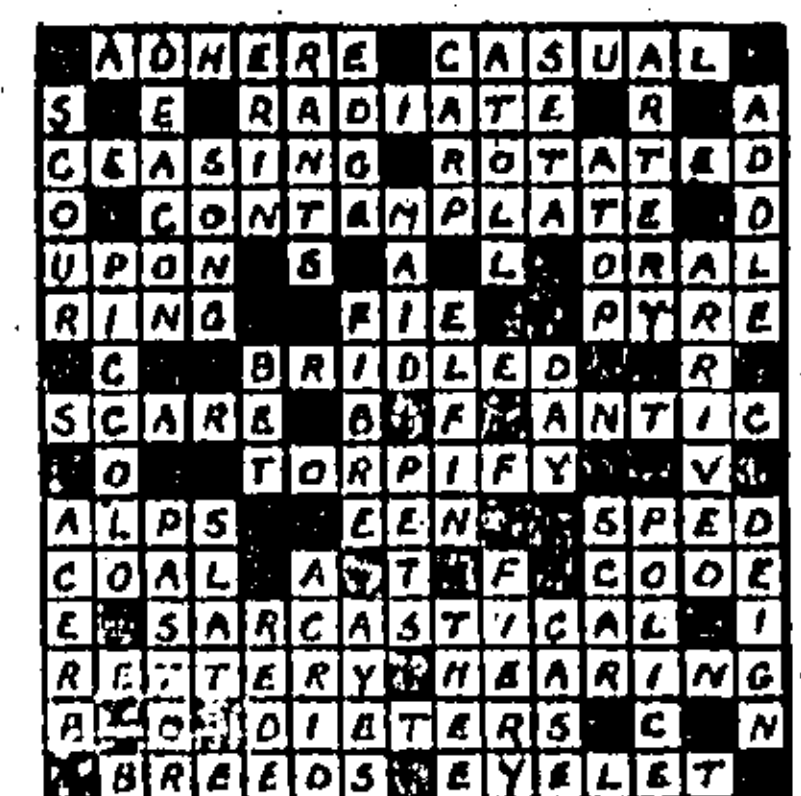


Across
2 Republican leader.
9 Invest.
10 Large pitchers.
11 Shroud.
12 Puzzle.
13 Deprive of.
15 Fold.
17 Dispatches.
20 Kind.
21 Metallic vessels.
22 Song for two.
24 Well-bred.
25 Course of proceeding.
26 Wedge-like.
30 Corrode.
31 Uncontaminated.
32 Lump of gold.
35 Fillet.
37 Enticed.
40 Spurious.
43 Physicked.
44 Marshes.
46 Firm.
48 Number.
49 The populace.
50 Biblical extract.
51 Deficient of hearing.
52 Musical drama.
53 Enliven.
54 Making dear.

Down
1 Combine.
2 Scholar.
3 Harvest.
4 Gloomy.
5 Spot.
6 Headland.
7 Twilled woollen fabric.
8 Prospective wife.

13 State of being sly.
14 Hindmost.
16 Contralto.
18 Barn.
19 Mustiness.
21 Scolded.
22 Obtained.
24 Small Spanish horse.
25 Ghastly pale.
27 Ovum.
29 Bird's beak.
33 Point in football.
34 Semi-circular projection in building.
36 Sudden briskness.
38 Spotted sort of surface.
39 Peak.
41 Bands of wood.
42 Bishop's hat.
44 Confuse.
45 Farmyard bird.
47 Ecclesiastical dignitary.
49 Repair by stitching.

Yesterday's Solution.



LIGHTS FAIL DURING AN OPERATION.

TENSE MOMENT IN HOSPITAL.

London, Mar. 7.
Owing to a failure of current, a wide area in Islington—extending from King's Cross to the Archway Tavern—was in darkness for about three-quarters of an hour last night.

The breakdown happened soon after 7 o'clock in the main station of the borough electricity works at Eden-grove and was caused by trouble with two inter-connecting "feeders" and the blowing of two or three fuse boxes.

Street lamps suddenly dimmed and then went out; shops and houses were plunged into darkness and factories depending upon

electricity for power came to a standstill.

Operation Stopped.

For about half an hour the Royal Northern Hospital had to rely upon its own emergency plant, supplemented by candle-light, in order to carry on.

A serious operation was in progress at the time the light failed. For a few minutes the surgeons had to suspend work until the emergency plant could be switched on.

"Fortunately," an official at the hospital told a representative of the *Daily Chronicle*, the critical part of the operation had been completed, and the delay was not attended with any serious consequences.

Cinema audiences were invited to remain in their places until the lights reappeared.

"RICKSHAW" BRAND CEYLON TEA

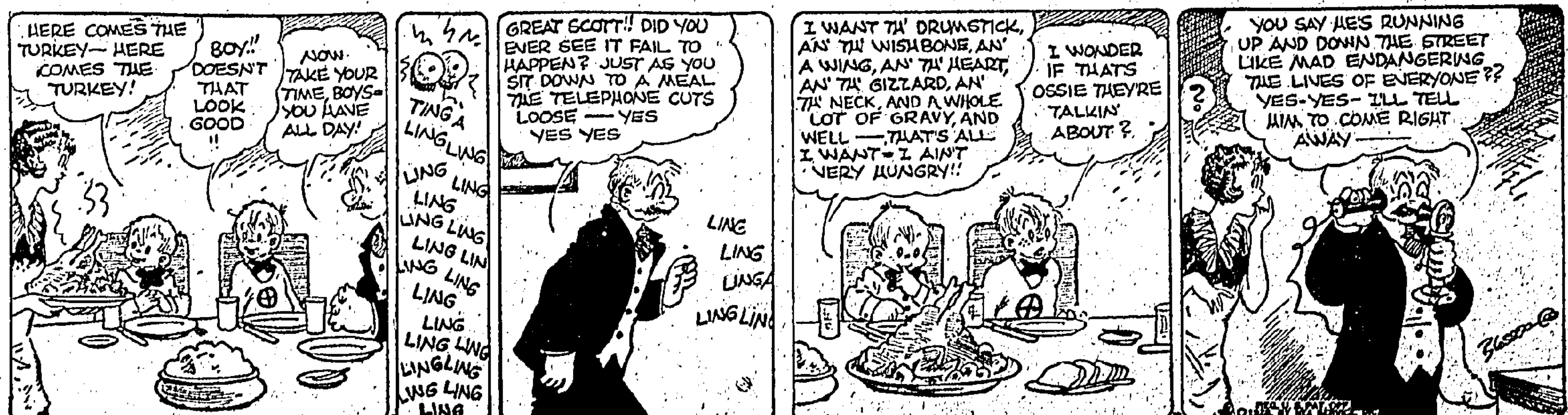
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THE early years are the most impressionable. Melodies heard during childhood are traced indelibly on the mind. . . . What an opportunity to give your child the rich background of the world's great music! With an Orthophonic Victrola, they hear the music reproduced with all the wonderful realism of the original performance.

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From 70 cents a pair.

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SAILOR SUITS

for Boys.

From \$7.00 a suit.

Dainty little Gingham dresses with
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for Girls

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SOLE AGENTS FOR
HONGKONG & SOUTH CHINAThe
Hongkong Telegraph.

SATURDAY, APRIL 6, 1929.

CURBING
SPECULATION.

Public interest is once again centred on the attempt of the U.S. Federal Reserve Board to bring under control the almost unparalleled speculation on the New York Stock Exchange. A telegram yesterday stated that the Board had had a conference with the Governors of twelve Reserve Banks, as a result of which a warning has been issued to member Banks that unless they voluntarily comply with the previous request for co-operation in restraining the use of Federal Reserve credit for speculation, the Board may adopt other methods to enforce compliance in order to release credit for the use of trade. It remains to be seen whether this development will have any effect on the situation. Much will depend, of course, on what these contemplated "other methods" may be.

It was in February last that the Board issued an unusually strong warning to speculators in their practice of indirectly drawing upon the resources of the reserve system. Previously the Board maintained in general that it could at best do no more than exert some measure of supervision over the total volume of reserve bank credit being used and could not direct the flow of such credit into specific channels. By its warning, however, it presented a new point of view and said: "A member bank is not within its reasonable claims for rediscount facilities at its Federal Reserve Bank when it borrows, either for the purpose of making speculative loans or for the purpose of maintaining speculative loans." As one of the best-informed American newspapers has remarked, the main problem now, and the point of greatest interest to students of banking and finance, is just what steps the board can or will take to enforce its most recently stated policy. For "the last year or more," according to the Board, "the functioning of the Federal Reserve System has encountered interference by reason of the excessive amount of the country's credit absorbed in speculative security loans." For a year, then, it must be assumed, if the Board is to be credited with the courage of its convictions, there has been an attempt to bring the situation under "control," for its members

have, by their own admission, "a grave responsibility whenever there is evidence that member banks are maintaining speculative security loans with the aid of Federal Reserve credit." During this year, however, they have used all the means customary employed by the country's central bankers, namely, an advance of the rediscount rate, a forcing up of the buying rate for bankers' acceptances, the sale of government securities, and the issuance of public warnings. All of these moves, however, have accomplished little, as evidenced by the fact that during the period brokers' loans have risen by over \$1,500,000,000, while the average price of 390 common stocks has advanced some 40 per cent. It is small wonder that a large portion of the speculative community questions the efficacy of any action the Board may take, and insists that it necessarily will be defeated unless it can secure the private co-operation of large banking interests in the financial district.

Students of the Federal Reserve system, according to the newspaper referred to, do not admit that the situation is such that the Board cannot bring it under "control." In support of their position these individuals rely upon two main points. In the first place, they very properly contend that the Board has pursued a more or less half-hearted and surprisingly inconsistent attitude during the last year, and that this has been further emasculated by the inexcusable reassuring statements which have been issued by "high Treasury officials." Secondly, these students point out, the most powerful weapon of reserve Banks has not yet been used, namely, a differential rediscount rate against those banks which will use the proceeds either for lending on the Stock Exchange, or what amounts to the same thing, for taking care of their commercial customers while still maintaining brokers' loans. By the Board's own ruling there is no question but that the Reserve Banks have the necessary authority for doing this, or even to refuse to rediscount for a bank carrying speculative loans. Likewise, it is clear that by the use of this power the reserve system could quickly curtail a substantial portion of the "excessive amount of the country's credit" being absorbed by speculation.

Britain in the Air.

London political circles are a great deal more agitated regarding the Air Minister's admission that Britain has been allowed to sink to fifth place in air-power than is Sir Samuel Hoare, himself. This most diligent Minister, while cutting his estimates finer than he would choose, does not appear to be unsatisfied with the present state of affairs, which rather suggests that Britain is content for the time being to indulge in a search for perfection in design and staying-power. When the required quality has been fully proved, it is safe to presume that quantity will be forthcoming. More in the nature of experiments than challenges to our foreign competitors, Britain is venturing an attack on four of the existing world's air records in the course of 1929, while of perhaps even greater importance from the viewpoint of Empire communications, our great airships are expected to be ready for the air soon. It is anticipated that the attack on the duration and non-stop records will be made in a day or so by Flight-Lieutenant Jenkins, who was given charge of the Fairey-Hawker monoplane at Cranwell and will take off when conditions are favourable for a non-stop flight to Durban. A further attempt to upset Major Bernhardt's speed record will be made after Britain has defended the Schneider Trophy, while a special machine is to be constructed with a view to reaching an altitude of 42,000 feet. The value of these attempts consists not merely in their performance, but also in the research work which aviation experts are called upon to undertake in order to make them feasible. The evolution of the aeroplane has progressed almost as

DAY BY DAY.

AIM AT INDEPENDENCE OF MIND.
THERE ARE SOME MEN WHO GO IN
LEADING STRINGS ALL THEIR LIVES.
—J. Stoughton.

Wt. Engr. H. Cooper has been appointed to H.M.S. Titania.

It is notified that the name of the Yuet Tung Steamship Company, Limited, has been struck off the Register.

Lieut. Commr. H. G. C. Stevens has been appointed to H.M.S. Bee and Lieut. (E.) J. D. Alinger to H.M.S. Tamar.

Tenders are being invited for the preparation of site and construction of a market at Kowloon City, with drainage and any other contingent work.

His Excellency the Governor has accepted the resignation by Lieutenant T. G. Weall of his Commission in the Hongkong Volunteer Defence Corps.

To-day at 6.30 p.m., Swami Gopaladas, an eminent Indian Sadhu, will deliver a lecture on Hindu Philosophy and Yoga, at the Merchants' Club-Hall, China Building. All members are cordially invited.

News has come through from England that Mr. P. Sands, well-known in Hongkong for his Y.M.C.A. work, is to be ordained deacon to St. Paul's Church, Leamington Spa, on Sunday, Sept. 22nd, by the Bishop of Coventry, Dr. Lisle Carr.

The gross receipts of the two dancing displays given by Miss Violet Capell amounted to \$1,200. Miss Capell has taken with her \$20 which she is handing to the London Hospital, and two other local charities are benefitting also.

Amongst the passengers who left by the Hakusan Maru to-day were H. E. Jono de Bianchi, Portuguese Minister to China; Mr. and Mrs. D. M. Goodall, Miss P. Goodall, Mr. and Mrs. J. A. Tarrant, Miss B. Tarrant, Mr. and Mrs. C. Ramsey, Capt. Krogh, Mr. F. E. Nash, and Mr. A. Kinross.

The Rev. G. R. Lindsay, formerly of the St. Andrew's Church, Kowloon, has been appointed to the living of St. Cyprilla's, Edge Hill, Liverpool, in succession to Canon H. D. Morgan. Mr. Lindsay is thus returning as Vicar to the Church of which he was formerly Curate. The appointment is in the hands of the Simeon Trustees.

Hongkong passengers on the P. and O. Kalyan due to arrive next week, include Miss W. J. Adams, Mr. D. Black, Miss V. N. Brett, Mr. J. A. Dewhurst, Mr. H. Dewhurst, Lieut. W. F. Eads, R.M., Mr. T. J. Lawless, Mrs. Freeman, Miss Freeman, Miss E. Geldart, Mr. H. G. Hegarty, Miss H. R. M. Korte, Mr. and Mrs. W. A. McDonald, Mr. and Mrs. Mackie, Mr. D. S. Pethick, Mr. C. T. Pendrey, Mr. T. Sparshott, Mr. G. White.

To-day, the Rev. W. W. Rogers, Mrs. Rogers and family depart for England by the N.Y.K. Hakusan Maru. Mr. Rogers has been more than five years away from home, as he was with the C.M.S. in Canton before his connexion with St. Andrew's. The Rev. C. B. Shann, Warden of St. John's Hall, has kindly promised, with the consent of the Church Missionary Society, to be responsible for the Church Services in Mr. Rogers' absence.

The health bulletin of Eastern ports for the week ended March 30, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parenthesis indicating deaths: Plague, Suez 1, Baghdad 2 (1); Bombay (1), Pnom Penh 4 (1); Cholera, Bombay (1), Calcutta (79), Bangkok 3 (1), Pnom Penh 3 (2), Saigon 5, Canton 1; Smallpox, Aden 9 (4), Basrah 1 (1), Bombay 24 (5), Calcutta 22 (13), Karachi 58 (20), Mouline 6 (1), Vizagapatnam 15 (2), Singapore 1, Pnom Penh 27 (14), Shanghai (5), Canton 38.

much in the past year as in the early days of the War but it is only by constant experiment that the goal of perfection can be brought within reach. Sir Samuel Hoare has already ventured a vision of Great Britain as much mistress of the air as of the seas, though he repins his faith in the airship, regarding the aeroplane as primarily useful for short journeys. Of the R.100 and R.101 he says that they will leave every other nation far behind in every sense. They are not just super-Zeppelins, but are something new, "springing from the very bedrock of science after five years of research and tests." We trust his aspiring hopes will be fully realized.

THE WRITER'S ART.

Should a Novel Have a Plot?

There have been endless discussions on the function and scope of the "novel." Today there are so many kinds of novel in existence that M. Abel Chevalley and Mr. E. M. Forster, seeking a definition which would include them all, have to be content with "a fiction in prose of a certain extent." Again and again we hear it said that any one who has anything to say, on any theme, or in any manner, says it in fiction. A novel, it would appear, so long as it is "a fiction in prose," may be anything and everything; it knows no laws but those its author voluntarily adopts.

Can we be content with so general a verdict? The field of fiction is certainly a spacious one, and he would be a bold critic who attempted to define its limits too rigidly. Certainly the novelist is free to follow any path he likes. But we are equally free to say what gives us enjoyment. It is worth asking whether an author, by conforming to this or that method, increases our satisfaction; and by ignoring it, diminishes it. For the moment I will confine myself to a single issue. I will ask whether there is any justification for the demand that a novel should have an "excellent plot," or whether there is any need that a novel should have a plot at all; or whether the word plot, in regard to a novel, has any proper meaning.

Today there will be no clamorous reply, "Of course a novel must have a plot." The modern reader is so accustomed to books which pass on from situation to situation, from the first appearance of some individual to his disappearance from the scene, that he will be inclined to say, "Of course a novel need not have a plot. Its topic is just human life; we look for that rather than a plot." We may be entertained by the quizzical attitude of Mr. Gerhardt as he disconcerts groups and regroups his characters; but the plot, escapes our notice. A novelist much in vogue a few years ago, Miss Dorothy Richardson, was proudly indifferent to plot, or theme, or coherence of subject, but, having a gift for putting into words her elusive and rarefied perceptions, she was received with unmeasured praise by the most accomplished critics. And indeed from very early times the novelist often made no effort to present that close-knit action which is indispensable in a play. The "story" in Jane Austen is generally the least part of its interest. This is equally true in the case of Dickens. And it has been pointed out that Tolstoy, in "War and Peace," so far from seeking unity of plot, presented a tangled two overlapping themes, intermixed with incidents and digressions which contributed little to the unfolding of the one theme or the other.

Again it has been unusual to speak of "Gill Blas" as a novel, though there is some genuine character-drawing in it; the reason being that, while the same person passes on from one amazing adventure to another, the book is a succession of romantic episodes in which there is no unity beyond that of the hero. The importance which characterization assumed in the developed novel did not diminish the value of plot. When, however, the treatment became more subtle, there was a tendency to transfer the action to the mentality. When that happens it is better perhaps to think of a "situation," within whose orbit the thoughts of the characters move, than of a "plot" which may suggest crude physical movements in space. In the simpler forms of the novel the plot is simply "arrangement of incidents." This is what it means in the novels of

Walter Scott, Charles Kingsley, Stanley Weyman, Jack London, and some of the books of R. L. Stevenson. But in proportion as the theme becomes more psychological in character, the action tends to be transformed "to, or to include, movements of the mentality and the emotions. Thus it is in George Eliot, in Meredith, in Conrad, in Edith Wharton, and in Stevenson's "Weir of Hermiston." And as the theme becomes more subtle, the movement which corresponds to perceptions or intuitions conveyed by gesture or by insignificant trifles, or on thoughts which are seen to hover for a moment in the mental background. Thus we have it in James's "Sense of the Past," thus, all the time, in Virginia Woolf's "To the Lighthouse."

When we ask, then, whether a novel should have a plot, we should be understood to ask not merely whether it depends on a skillful arrangement of "incidents," but alternatively—in the case of more subtle writing—whether it has a coherent theme, whether it presents a "situation" which has its crisis and its climax. In the one case as in the other, unity of subject is of the essence of the matter. Has the novel, like a play, a "beginning, middle, and end"? Can it be visualized all in one place, as we take in the parts of a picture, and recognize them as a whole? Is there any reason why we should make any such demand upon the writer of fiction?

That fiction, and even very powerful fiction, may be written without any attempt to satisfy this condition, is obvious enough. Many novelists are clearly of opinion that character is the only thing that matters in fiction—or characterization along with powerful description of scenes—or both of these along with originality of thought. It would be idle to deny that a writer who can make a character live, even if he does nothing else, has achieved a great thing; and if he can also describe scenes and convey thought, there may be a high place for him among the great, even though he be weak in plot and there is no unity in his theme. Thus Tolstoy, if he had written only "War and Peace," would still rank among those whose names endure. Character after character steps out onto his stage, alive before us; he presents his scenes with consummate skill; the magnificence of the pageant of war and the pageant of the successive generations is matched by the dignity and wise deliberation of his thought. But the handling of his theme is confused.

Is there not loss to his great work because he has neglected unity of theme? Is there not loss also in most of the novels of Dickens because he has strung character and description onto so thin a structure of plot? And if we feel this defect even in the masters of fiction, will not this absence of plot, of definite theme, of a situation one and indivisible, be all the more regrettable in the writings of men of lesser calibre?

The exact loss which a work suffers from this weakness of construction is a loss in respect of beauty. We may get a thousand exciting impressions from a story, but because it has no unity we lack that serene impression, that emotion of pure beauty which comes from the contemplation of a satisfying picture or the witnessing of a harmonious play. There in one short book in which that clever author, Mrs. Wharton, rises above herself—"Ethan Frome." Though marred by an unnecessarily gruesome ending, this little work achieves an effect of passionate intensity.

(Continued on Page 6.)

51
COMMON ERRORS
IN BRIDGE
AND HOW TO
CORRECT THEM
by W.W. Wentworth11. REFUSING TO DUCK FOR
PLAY OF LOSING HIGH CARD

North (Dummy)—
♠ 5 4 3
♥ 9 8 6
♦ 9 7
♣ A K 5 4 3

West—
Leads ♠ J

South (Declarer)—
♠ K Q
♥ A K 4
♦ A 8 5 3
♣ J 10

The Bidding: South bids no trump and all pass.

Deciding the Play: West leads Jack of spades and East covers with Ace of spades. East plays 6 of spades which is won by South. South now plays Jack of clubs

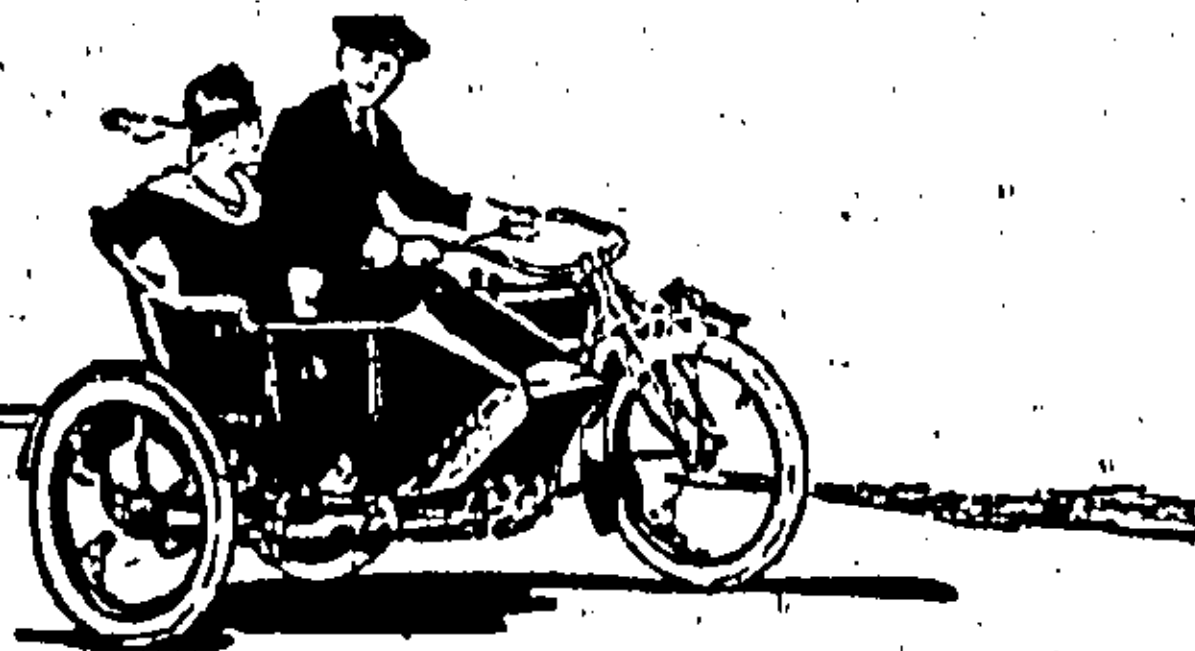
which West covers with Queen of clubs. What card should be played from Dummy?

The Error: This trick is won with Ace of clubs and then King of clubs is played. The remaining three clubs are sacrificed and game is lost thereby.

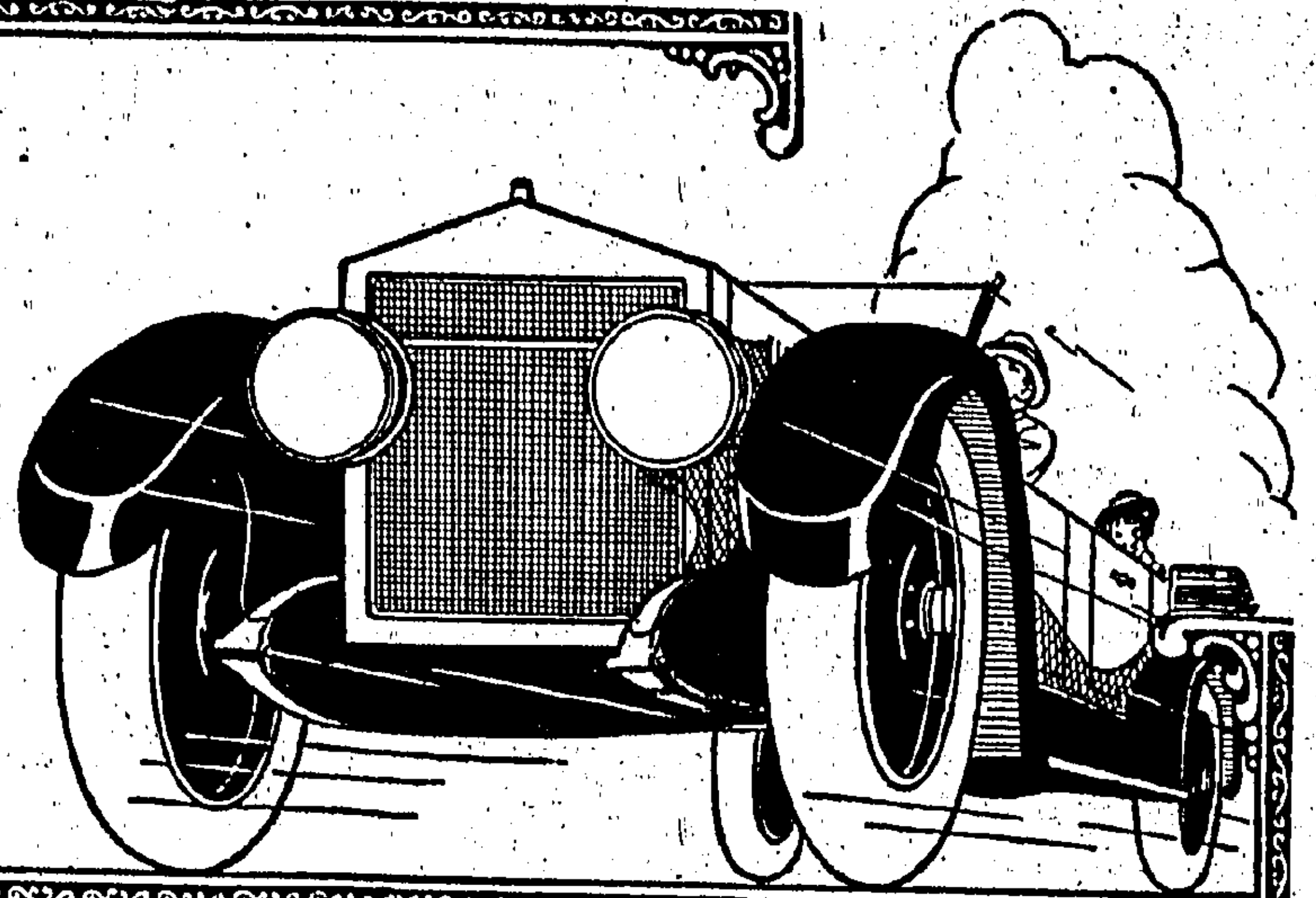
The Correct Method: Declarer is certain of making the following tricks: two in spades, two in hearts and one in diamonds. To frame, Declarer must take four club tricks. By refusing to take the first trick whether covered by Queen or not, the remaining four club tricks will in all probability be established.

The Principle: When holding a suit containing Ace, King and three small cards in Dummy, and two small cards in closed hand or vice versa, four tricks may be made by ducking the first trick played.

MOTORING SUPPLEMENT



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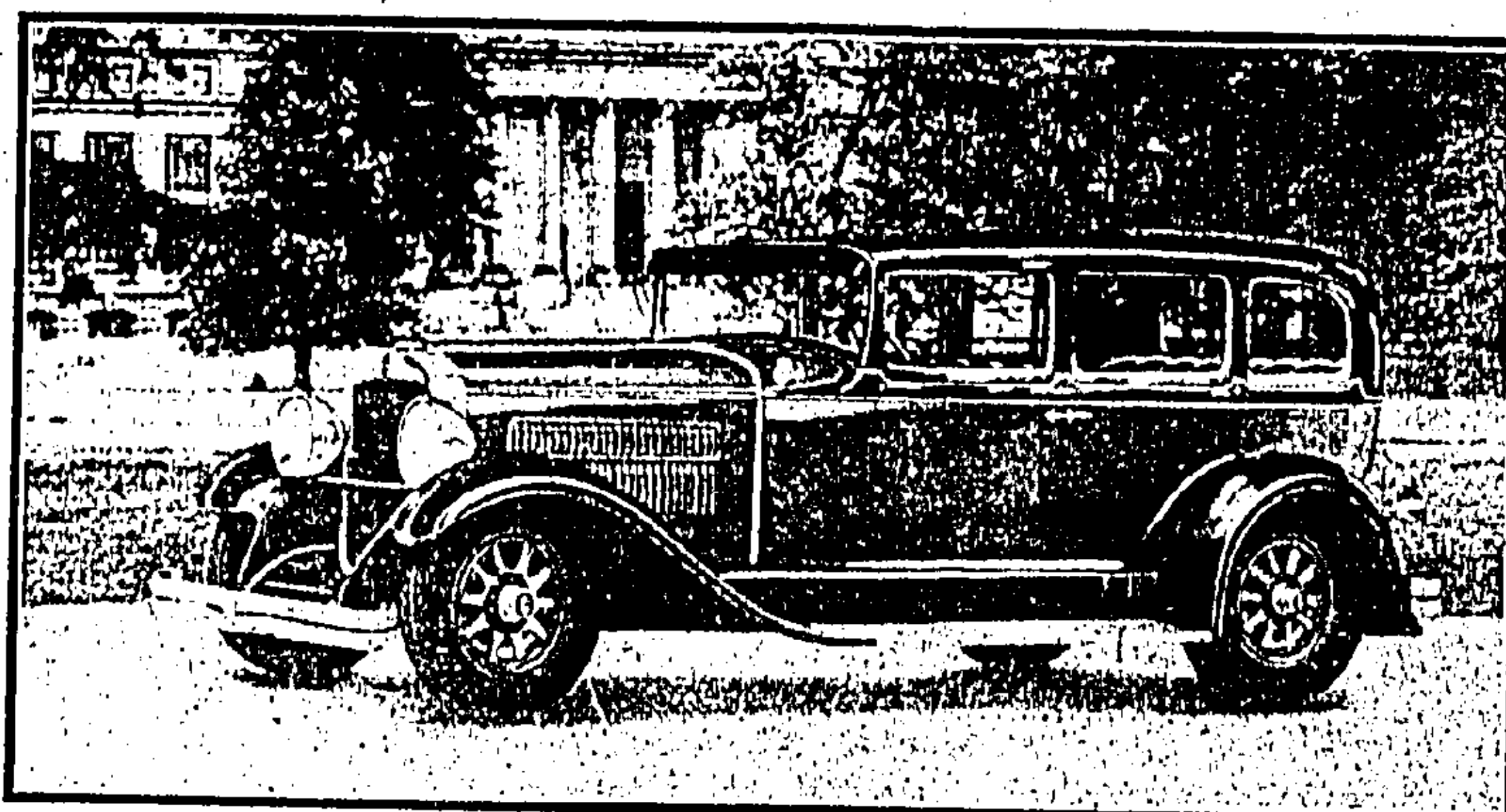
A spark plug which acts as a
super-charger is being manufac-
tured and sold in America.

In the centre of each plug, and
running through the core is a pas-
sage controlled by an air valve. In-
duction on the piston's down stroke
opens this valve and sucks in an
extra quantity of air which, added
to the mixture obtained from the
carburetor, should give each cylin-
der a full combustion charge, acting
as a supercharge to each cylinder.

As well, the air draught should
cool the electrodes of the plugs, and
prevent pre-ignition.

One obvious effect should be—a
weaker mixture in each cylinder, un-
til the carburetor is re-adjusted, but
the extra fuel require would be
offset by the extra force of each
explosion.

THE NEW NASH "400" 7-PASSENGER SEDAN.



The above picture shows the new Nash "400" Special Six 7-Passenger Sedan in front of the National Museum, Washington, U.S.A.



CURRENT COMMENT

The Vanished Beacon.

When it was discovered on
Monday morning that the traffic
beacon had disappeared, a few
people imagined that it had been
decided to revert to the old system
whereby a traffic policeman con-
trolled vehicles at this busy inter-
section. A glance at the damaged
base however, revealed the fact a
collision must have taken place,
unless the most clumsy effort had
been made in the removal. The
collision theory was quite correct
however, and it is to be expected
and hoped that by the time these
notes appear, the beacon will have
been restored to its original use-
fulness. Strangely enough, ever
since its erection, the beacon has
been the subject of all manner of
jests, although in the main, the
facetiousness has emanated from
non-motorists. That the beacon is
a great improvement on the hand
signalling as exercised by some of
the members of the Police Force,
cannot be denied, and we are sure
that this view will be endorsed
by all motorists.

Left-hand Drive.

Motorists, owning cars with the
left-hand drive, are doubtless
aware of the new Regulation
which calls upon them to fit a
suitable signalling device on or
before July 1st, 1929. Some
owners have expressed the opinion
that difficulty might be experi-
enced in securing the necessary
device, but we are now able to
announce that supplies of the well-
known "B and S" Everyway Signal
have been imported by the
Republic Motor Company, whose
showroom is situated in the Des
Voeux Road a few doors from
Whiteaways. This device has
been approved by the Police
Authorities, and all motorists who
are concerned with the new Re-
gulation, should make an early
visit to this firm.

Hongkong's Importance.

The great importance of Hong-
kong in connexion with China's
import trade has again been em-
phasized in connexion with the
Automobile Trade. During last
year, a number of important
people connected with the Ameri-
can automobile industry visited
the Colony, investigating at first
hand the possibilities of future
trade with China, and quite
recently, others have passed
through on the same mission.
Several of these representatives
have called on us, and the general
impression gained as the result of
these conversations is that ere long
American manufacturers will
appoint direct representatives to
reside in this Colony, making it
the headquarters of their future
operations. One of the greatest
manufacturers in the United
States—in the whole world, for

that matter, has already sent a
representative who will in future
reside here, and others are con-
sidering doing likewise.

China's Duty.

The new import duty on automo-
biles into China strengthens
Hongkong's position very con-
siderably in this matter. It is
fully recognised that in order to
increase trade, it is absolutely
necessary that stocks of vehicles
be carried, and while dealers in
Chinese territory naturally
hesitate to pay the new duty on
stocks of cars yet to be sold, they
will welcome the facility of being
able to obtain vehicles to fill their
orders from Hongkong within a
day or two of orders being booked.
The same applies to spare parts.
It is quite clear therefore, that
Hongkong, being a free port, is the
logical place in which stocks of
motor vehicles must be held, and
from which either the agents or
direct representatives will operate.

Tyres and the Man.

A number of home truths for
motorists, were tellingly put by
Mr. W. H. Paull, F.R.I., Techni-
cal Director of the Dunlop Rubber
Co., Ltd., in an informative paper
read before the members of the
Institute of Automobile Engineers
which is now available in booklet
form. The maker does not supply
a complete pneumatic tyre, says
Mr. Paull. He supplies a cover
and a tube and it is the user who
supplies the vital column of com-
pressed air which carries the load,
provides the yield and recovery
to cushion the car and gives that
rigidity to a flexible cover through
which the engine power can be
transmitted to the road. "If we
could imagine," continues Mr.
Paull, "cars being delivered with-
out springs—the user being left to
provide a spring of suitable
strength—no one would be sur-
prised at a collapse if a spring of
only half the proper strength were
fitted. There is no more reason
for surprise at the collapse of a
pneumatic tyre carrying only half
the proper inflation pressure."

Power Consumption.

As regards the power consump-
tion of tyres, Mr. Paull states that
each portion of the tyres of a car
travelling along a road at 30 miles
an hour is compressed and re-
leased about six times per second.
Five-inch high pressure tyres
fitted to a large car running at
60 miles an hour consume 7.2 h.p.;
6.75 in. balloon tyres on the same
car consume 11.9 h.p. at the same
speed; at 25 miles an hour the four
tyres of a light car consume about
1.8 h.p. if the tyres be 3 3/4 in. high
pressure inflated to 40 lbs., and
2.4 h.p. if they be 4.0 in. at 25 lbs.
Under normal conditions, the
power losses in the tyres represent

ANOTHER PARKING PROBLEM.

Paris's Pawned Cars.

The municipal pawnshops of
Paris will accept any pledge, from
the family casserole to a spare
wheel, and motor vehicles are fre-
quently "hung on the peg" by the
temporarily needy.

During last year 90 motor cycles
and 119 cars were pawned in Paris.
This line of business has become so
brisk that the municipal council
has been asked to vote £75,000 to
provide garage space.

about 30 per cent. of the total
energy losses in the whole car.
"The tyre maker," states Mr.
Paull, "has no reason to be
ashamed of the progress in tyre
manufacture, for tyres have been
made which have stood up to
speeds of over 200 miles per hour,
to 182 miles in one hour, to 2,724
miles in twenty-four hours.
There is still the greater test of
providing at least 145 million
tyres for cars in current use
operating under every conceivable
kind of condition all over the
world."

New Harleys Arrive.

We have been informed by Mr.
A. Gascon, of the Gascon Motor
Company, that the new 500 c.c.
Harley Davidson motor cycles
arrived in Hongkong by the
Empress of France last week and
are now on view at the Company's
office which is situated in
Gascogne Road, opposite the
steam laundry. This type of
machine is the first of its kind that
the manufacturers have put on the
road and its attractive lines,
coupled with a guarantee to attain
a speed of 70 miles an hour or
over, will undoubtedly make a big
appeal to local cycling enthusiasts.
This model is a single cylinder
side valve type and appears to be,
to a certain extent, an improved
big brother to the popular 350 c.c.
single. All the latest improve-
ments are embodied, including a
wider tank, front wheel brake,
carburetor air cleaner, improved
lighting and ignition switch panel,
bolted headlights and a hand con-
trolled generator. There is
already a demand for these latest
products of the Harley Davidson
factories and those interested are
advised to view the machines as
soon as possible and book their
mounts.

"Excelstor" Motor Cycles.

Sincere's announces the arrival
of a shipment of the British
"Excelstor" motor cycles, various
models of which can now be seen
in the Motor Cycle Dept. During
last year, this make met with very
great success in the British Isles,
and it is expected that the year
1929 will reveal record business
both at home and abroad. Those
interested in motor cycling should
certainly make a point of inspect-
ing these capable machines.

CANTON'S CARS.

Fords and Buicks Lead.

OFFICIAL STATISTICS.

According to official statistics
of the Bureau of Public Utilities,
there are 506 motor-vehicles in
Canton. While Fords and Buicks
head the list of Passengers Cars,
Graham Bros. lead in buses.

The following are particulars of
the different makes of motor
vehicles registered:

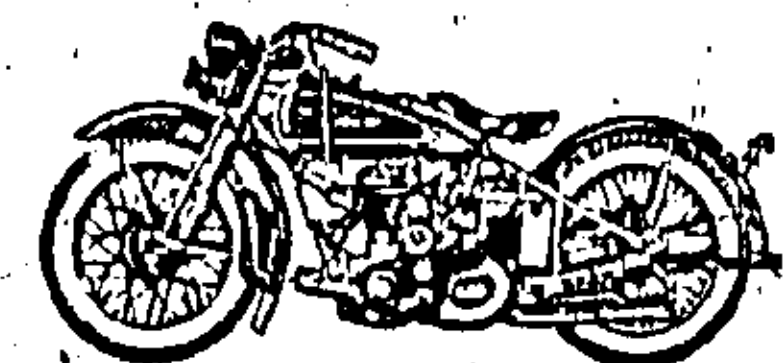
Passenger Cars.	
Arrol-Johnston	1 Fiat
Austin	8 Ford
Bristcoe	1 Gardner
Bulek	39 Gray
Chalmers	4 Haynes
Chandlers	9 Hudson
Chevrolet	28 Hupmobile
Chrysler	11 Lexington
Citroen	4 Marmon
Dodge	24 Morris
Durant	1 Malbohm
Eclair	2 Maxwell
Erskine	8 Mercer
Essex	14 Nash
Oakland	4 Oldsmobile
Opel	3 Overland
Paige	1 Pontiac
Ruby	1 Singer
Studebaker	33 Willys Knight
Auburn	1 Berliet
Armstrong	1 Cadillac
Siddeley	1
Buses.	
Brockway	4 Chevrolet
Ford	11 Federal
Flat	2 Graham Bros.
Reo	3 Thornycroft
Trucks.	
Carbite	1 Ford
Chevrolet	12 G. M. C.
Dennis	1 Maxwell
Durkop	1 Reo
Motor-Cycles.	
A.J.S.	3 B.S.A.
Coventry	1 Ferrot
Victor	1 Harley
Francis	1 Davidson
Barnett	11 Monet Guyon
Indian	11 Royal-Enfield
Raleigh	1
Triumph	4

In addition to the above, there
are about 100 vehicles used by
Army Headquarters bearing mili-
tary licenses. These include a
considerable number of Morris
Six-wheelers.

Teach Them Young.

About 2,000,000 school children
are receiving safety education along
with their regular studies as a re-
sult of the co-operation of educa-
tional systems with the American
Automobile Association. Nearly
150,000 boys are acting in school
safety first patrols, affording pro-
tection to more than 5,000,000
children.

Just Arrived



PER S. S. EMPRESS OF FRANGE
THE NEW
500 c. c. HARLEY
DAVIDSON SINGLE.

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For further particulars
apply:—

THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

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QUALITY

First successful automobile engine lubricating oil—used by
George B. Selden in his first car, 1877.

First automobile oil supplied in different grades to meet the
varying needs of different types of engines, 1905.

First Lubrication Chart. The publication of the Mobiloil
Chart made each dealer and motorist an expert in
selecting the correct oil for any make or model of car,
1908.

First to provide for special summer and winter lubricating
requirements. The Mobiloil Chart pioneered also in
showing which cars should use lighter oil in winter,
1906.

First oil to obtain universal approval of the automotive
industry. 182 makers of automobiles and motor trucks
approve the recommendations for their engines in the
Mobiloil Chart.

First in aviation. The list of aviators who have depended
upon Mobiloil quality in historic flights includes Col.
Lindbergh, the U. S. Army Round-the-World fliers,
Arthur Goebel, the U. S. Army Hawaiian fliers, Amelia
Earhart, Captain Wilkins and many others whose feats
you read about in your newspapers.

First in popularity. Mobiloil is asked for by more motorists
than any three other oils combined.

First in distribution. Mobiloil is the only oil sold in every
foreign country where motor cars are used. You are
always sure with

The World's Quality Oil

Mobiloil

VACUUM OIL COMPANY.

USED AGAIN.**Engine Oil Will Burn.
INDUSTRIAL POSSIBILITY.**

Used engine oil is not quite so useless as it seems, for experiments in America have shown that it is excellent fuel for oil burners used in heating homes or industrially.

Millions of gallons of used oil are dumped every year and the problem is: Where to dump it?

American homes, with their cellar furnaces supplying warmth to all rooms, have now found a new use for it, cutting down the winter coal bill and removing the fatigue of ash removal.

Industrially, its uses are just as great, for few manufacturing plants run without heat, and the dozens of different types of burners which have been invented cover the range of requirements. If Australian manufacturers adopt the clean, oil-burning type of furnace, it may yet be possible to "trade-in" used oil at the garage on a flat rate basis.

MORE RECORDS.

2,000 Miles at 85 Miles Per Hour.

BY PRESIDENT EIGHT.

The International Association of Recognized Automobile Clubs in Paris, through the American Automobile Association, has just announced the award of six additional world records and five additional international records for sustained speed and endurance to the Studebaker President Eight.

The world records were established during The President Eight's sensational run of 30,000 miles on the Atlantic City Speedway July 21-August 8, 1928. New international records awarded included the performance of The President Eight Roadster which averaged 85.2 miles on the same track last November.

Distances from 20,000 to 45,000 kilometers are covered by the new world records, of which Studebaker now holds a total of eleven, five having been previously awarded. The average speeds maintained to win these new world marks range from 110.4 kilometers per hour for 20,000 kilometers to 109.8 kilometers per hour for 45,000 kilometers.

Fifteen additional class B international records for cars with piston displacement from 5,000 to 8,000 cubic centimeters were officially accredited to Studebaker following a detailed check made in Paris of the American Automobile Association's timing tape, which recorded every lap of the four cars participating in the tests. Studebaker now holds a total of twenty-three such records, eight having been previously awarded by the international racing authority.

In addition, Studebaker cars hold 126 official American records. This gives Studebaker every official record for fully equipped stock cars regardless of power, price or type of car.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

MAKING NIGHT DRIVING SAFER.

What can the individual motorist do as to his lights, to help in bringing this about?

Installing Improved Headlights.

Headlamps are constantly being improved, not only in optical design, but in accuracy of manufacture, convenience of focussing and otherwise. In the case of a car that is several years old or one which was not originally fitted with first class lighting equipment, a pair of up-to-date lamps should not only give a more adequate road light, but one less likely to inconvenience oncoming drivers. Lamps which depend for their light distribution upon specially formed reflecting surfaces, instead of lenses, are well worthy of investigation.

Better Results from the Present Ones.

But whatever the character of the headlamps used, they should always be kept in adjustment. Stand 300 feet in front of your car, on a level stretch of road, and if its light proves objectionably glaring, have the focus of the bulbs and the lamp inclination corrected until glare is minimized. If one cannot do this personally it can be done at a service station. Remember, that when a new bulb is installed, refocussing will probably be required, to secure glareless results.

Avoiding The "One Eye" Menace.

Every motorist can reduce the one lamp hazard, by always carrying a pair of extra bulbs and replacing a burn-out at once. Running without the left headlight gives oncoming drivers an uncertain idea of your car's position and running without the right lamp, usually causes the left one to overburn and glare into other drivers' faces.

Inadequate Light is Dangerous.

Although less commonly condemned than headlights are on the whole, probably as dangerous as glaring ones and can readily be prevented by keeping the battery fully charged and using fresh bulbs of good quality.

Lighting The Right Curb.

In meeting cars safely, the chief requirement is the adequate lighting of the righthand side of the road and the use of a third front light, either a so-called fore-light or a spot-light, trained sufficiently downward and to the right, will accomplish this result and permit the regular headlights to be burned "dim," when the car is topping hills and on other occasions when they may produce glare.

Clutch Disengagement Trouble.

Question.—The clutch of my car sticks when first I try to disengage it, but after it has been in motion for a time, it works freely. According to instructions, no oil should be used and inspection shows nothing wrong. Can it be that the lining has become gummy? It grips very smoothly and operates properly except as above stated. What is wrong and what is the remedy?

Answer: We believe that this is a cone clutch with leather facing and ordinarily, if the leather becomes gummy with dried oil, such a clutch slips. If there were anything wrong with the lining surface, you would probably have trouble all the time. You may find that the difficulty in initial disengagement arises from the lubricant used on the clutch shaft, the pedal pivots and the throwout mechanism becoming very stiff, when the car is extremely cold. Try a little kerosene at all these points and note what is the result, but if you feel confident that the lining is gummy, sprinkle a little fuller's earth on it to absorb the gummy material.

Windshield Wiper Speed Varies.

Question.—Why is it that my windshield wiper does not work so well, when I give the engine full gas? It slows down and sometimes entirely stops when I am holding the foot throttle down to get speed or to climb hard hills. Is there anything that can be done about this?

Answer: Your wiper must be of the kind that operates from the suction in the intake manifold. This is very strong when the engine is turning over briskly, with the throttle nearly closed but is very much weaker when the engine is slowed down, under load with full gas on. The speed of the wiper necessarily varies with changes in this suctional force and may become inadequate when the throttle is wide open. The operation of electrically driven wipers is independent of engine conditions and you might find one of these more satisfactory than your present one but before making any change have your wiper inspected to make sure that it is not working under adverse conditions, that are correctible.

100 LEYLANDS.**Moscow's 'Bus' Order.****RECORD ORDER.**

The most impressive traffic units in Moscow (Russia) are the great Leyland motor buses which are now running in all sections of the city. These high-powered British buses have revolutionised passenger transport in the capital of the Soviet. When the peasant from the Volga marches makes his pilgrimage to Lenin's tomb he does not hall a droschky, but journeys to the Red Square in a Leyland bus. The Russian tylist drives to her Kremlin home at night in speed and comfort. In the same way, while, when her mother sets out on a shopping trip to the Gostiny Dvor, Bazaar, she also boards a Leyland.

The order placed by the City of Moscow with the Lancashire firm of Leyland Motors, Ltd., was for 100 motor buses, which, incidentally, is one of the largest orders ever placed by a municipality for motor transport.

CAR TAXATION.**The American Plan.****EUROPE INTERESTED.**

Certain countries of Europe are planning to send commissions of business men to the United States of America to study the American plan of motor vehicular taxation. In the United States there is the accepted idea that it is profitable to the nation at large and to the individual car owner, to make it easy for men and women in all walks of life to own automobiles. In other words, taxes on automobiles are purposely kept low because of the innumerable economic benefits to be derived from the common use of motor vehicles.

It is also argued in the United States that money obtained from motorists by taxation should be spent on the building of new highways, the improvement of existing roads, the construction of new bridges and the maintenance of present ones, the building of overhead and underneath motor passes. In brief, the money should be spent in such a way as to benefit the motorist. It is not fair to tax motorists to maintain educational system or institutions. Money for such worthy purposes should be raised in some other way.

These commissions of Europeans are going to learn in America that the country's present economic good health is in part due to the contribution of the automobile. The automobile has made possible a great decentralization of urban life and a great building up of suburban and rural life with its consequent influence upon real estate values.

An important contribution of the motor truck is the extent to

RUBBER ENAMEL.**Another New Paint.****CLAIMS MANY VIRTUES.**

Cellulose finishes for car bodies already has a rival in America, where a new enamel—claimed to have a basis of live Para rubber—is being manufactured.

The makers claim that the rubber enamel holds its gloss in spite of sun, frost, petrol, oil, tar, acid fumes, steam or what you have in the tool box.

The rubber enamel has not been adopted yet by any of the car manufacturers, but is sold by accessory and paint shops.

LAMB ON UTAH'S TAGS.

A resolution adopted at the Utah State Wool Growers' convention recently requested the secretary of state to provide for automobile license tags in 1930 bearing the contour of a lamb. Sheep raising is one of the state's leading industries.

which retail merchants and farmers have been able to widen their markets.

The United States will welcome these commissions and it is hoped they will return to their homes determined to take steps to encourage the use of motor vehicles. The country which improves its means of transportation progresses economically and after all an automobile or a motor truck is simply transportation.

Homeward Bound Motorists!

OUR BUY BACK GUARANTEE MAKES MOTORING TROUBLE FREE

ON YOUR ARRIVAL
The car you select, new or second-hand, is handed over to you registered and insured, and in all respects ready for the road.

ON YOUR DEPARTURE
You return the car to us and get our cheque for the pre-arranged buy-back price.

ANY MAKE OF CAR SUPPLIED FREE TUITION DEFERRED PAYMENTS

Full particulars from:
T. H. STANTON & CO. LTD.
R. & O. HOUSE
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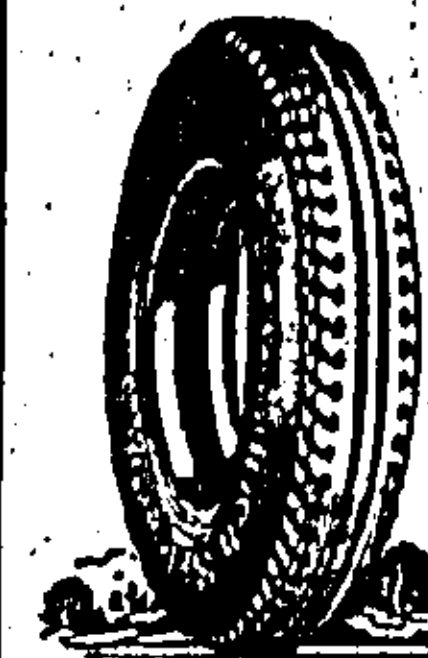
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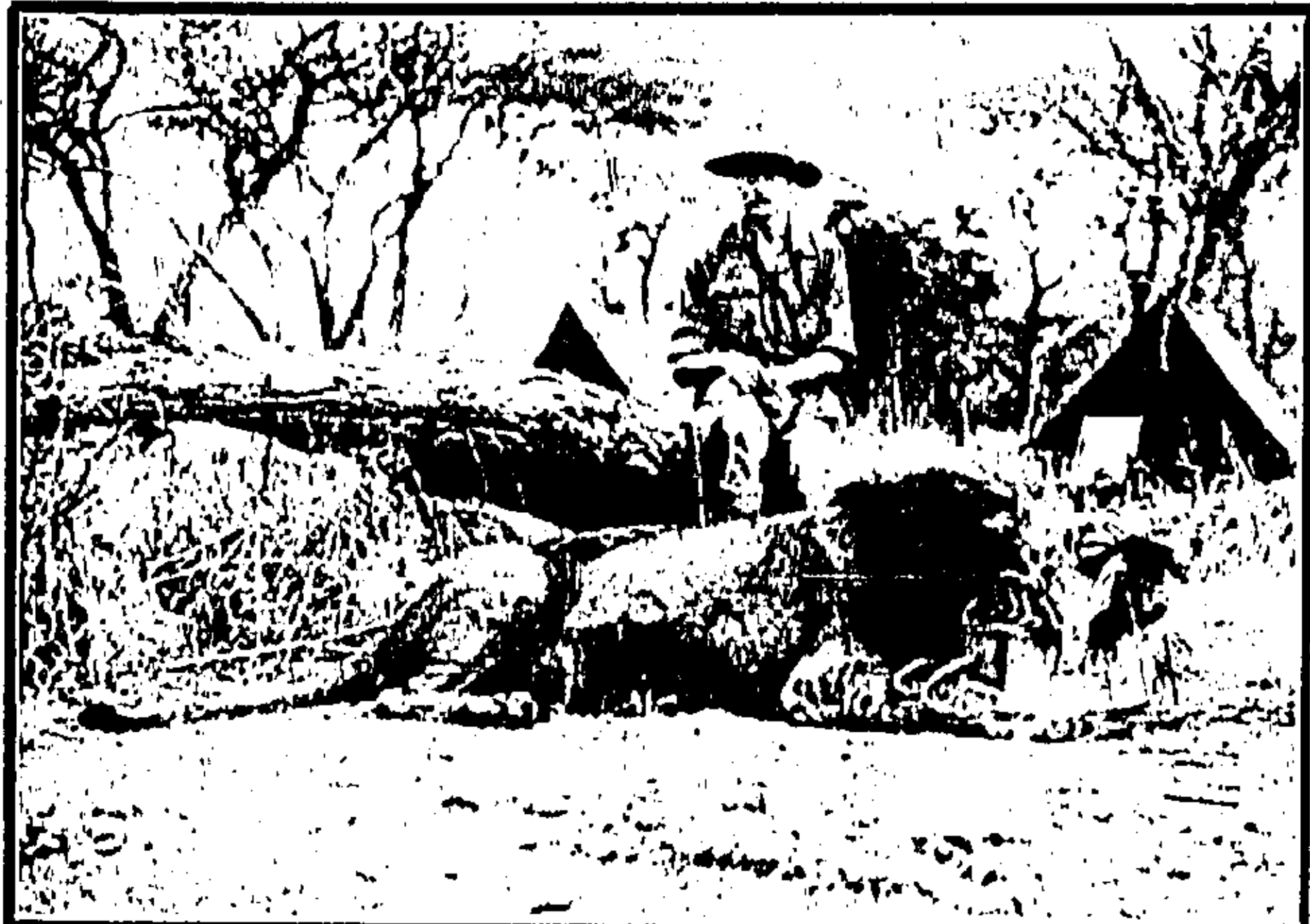
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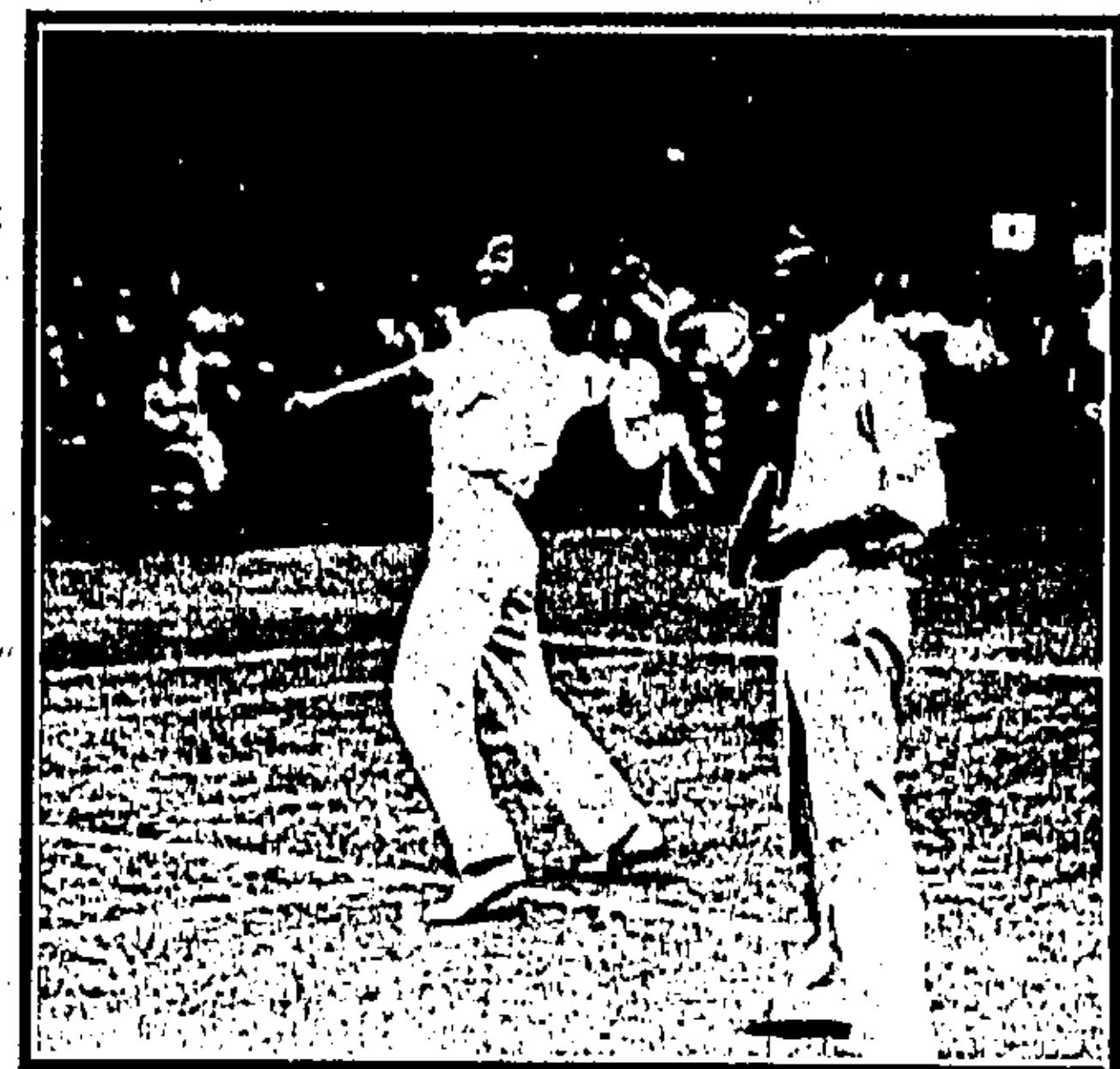
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H. R. H. the Duke of Gloucester, who is visiting Hongkong this month, is here seen with a fine lion which he shot at Lake Ruhwa, in Tanganyika, during his recent African tour. (Photo: Central News).



Left to right: T. Aklyama, T. Hahda, H. D. Rumjahn, and S. A. Rumjahn, who met in the Doubles Championship semi-final. The Rumjahns won. (Photo: Mee Cheung).



S. A. Rumjahn is here seen serving during the match in which he and his cousin won their way into the Doubles Championship final. (Photo: Mee Cheung).



Another one of the Duke of Gloucester's "bag" during his big-game hunting expedition. This fine buffalo was shot at Kilela at a distance of 260 yards. (Photo: Central News).



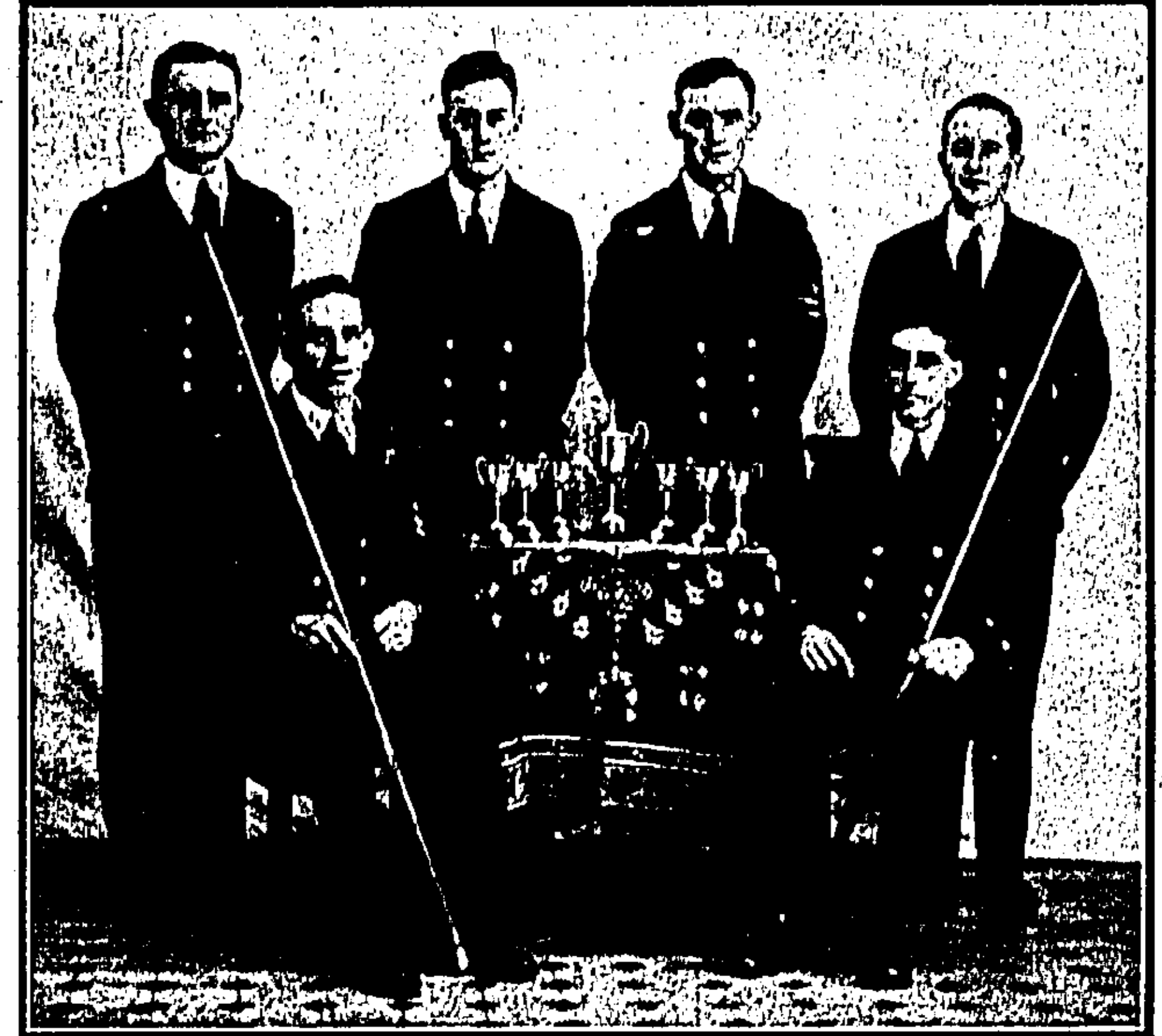
Mr. P. Tester leading in The Ape, winner of the Dominion Plate at the Races on Saturday. Mr. Harriman is up. (Photo: Mee Cheung).



Photo shows Hahda making a return in the Championship Doubles tennis semi-final in which he and his partner lost to the Rumjahns. (Photo: Mee Cheung).



The final of the Boy Scout ping-pong team championship took place at the Chinese Catholic Young Men's Club on March 26th, when the 8th Group defeated the 5th Group. Teams are seen above, with Mr. C. H. Blason (right), who presented the prizes. (Photo: Mee Cheung).



Billiards team from H.M. submarine L.19, winners of the Hongkong Ships C.P.O. Competition 1928-29, and also of the Weihaiwei Competition. (Photo: Mee Cheung).



This photograph shows a corner of the Chinese Library which has recently been established at the Hongkong University. (Photo by the Hongkong Amateur Photographic Society).



Mr. Harold Seth leading in Mr. Mac's Zephyr (Mr. Heard up) which won the Mrs Bay Handicap ("C" Class) on Monday. (Photo: Mee Cheung).



Photographs taken at the Stonecutters Range during the annual Rifle Meeting of the Hongkong Volunteer Defence Corps. The various events were fired off on Sunday and Monday. (Photos: Mee Cheung).

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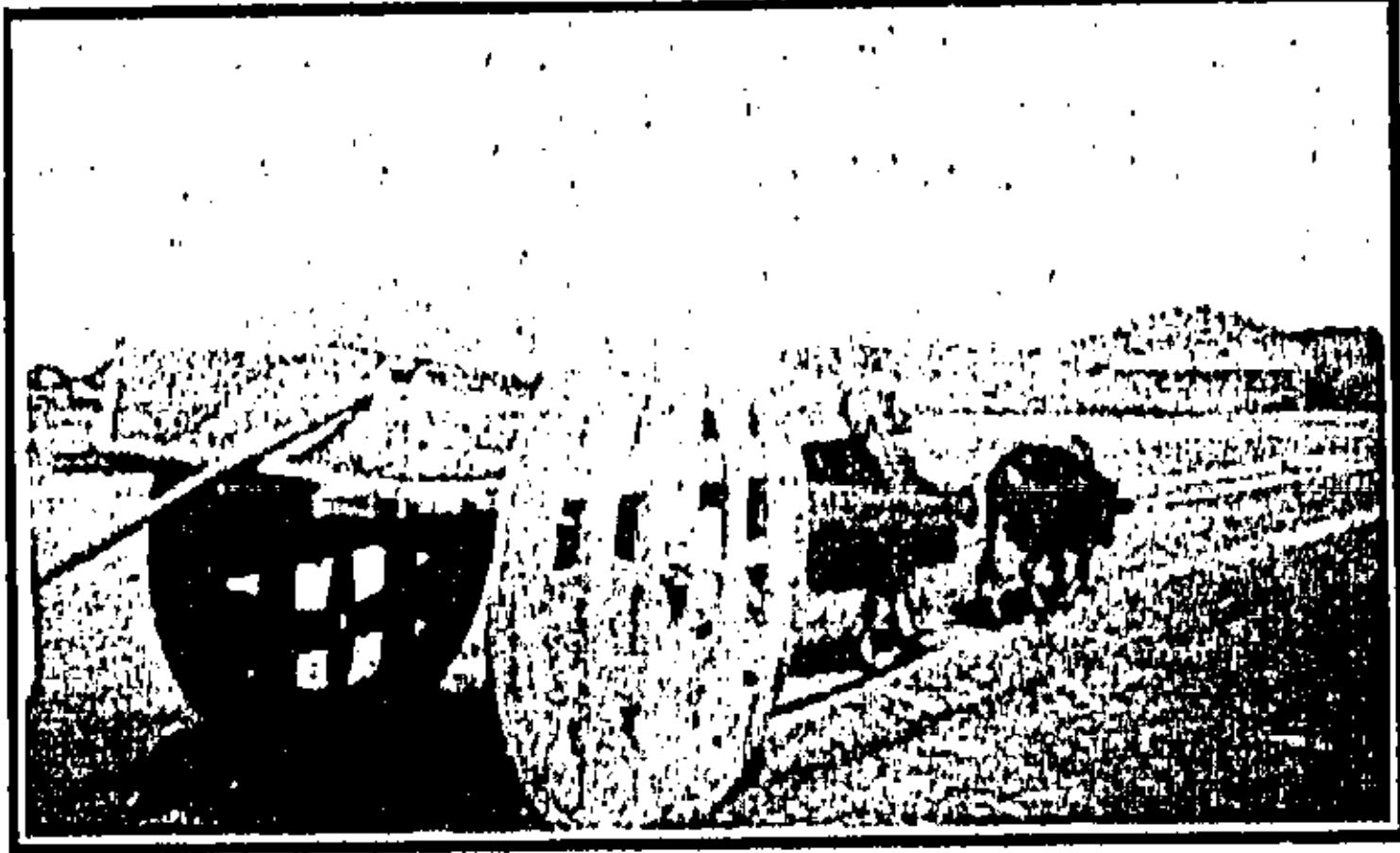
CHINA'S MOST WESTERLY SEA-PORT. PROGRESS AT PAKHOI.



Main Street in Pakhoi, newly widened and rebuilt.

Pakhoi might be called China's most southerly port as well as the most westerly. It is not that after passing Hoihow on the island of Hainan, the coast line suddenly turns northward again before reaching its south-western boundary up against Tongking. Although on the south coast of China, Pakhoi has the sea to the north of it, being on a narrow promontory curving round towards the west, which makes the bay that constitutes the harbour of Pakhoi. That is the reason for the name of Pakhoi, which means "North Sea," i.e. having the sea on the north side of the town. It is a very shallow bay, full of sand, and as the coast is not lighted, no ships come in after dark.

There are no harbour facilities of any kind, and cargo has to be unloaded into the local small boats, so when the unprotected sea is rough it is difficult to get the work done. Passengers generally have to finish their shore-going trip on the shoulders of the boatmen, through the shallow water and up the shore—rather a primitive method of landing! The steamer service is very irregular, the boats just happen along, sometimes two or three on one day and then an



An old-style junk boat, quite common in Pakhoi. It does two miles an hour!

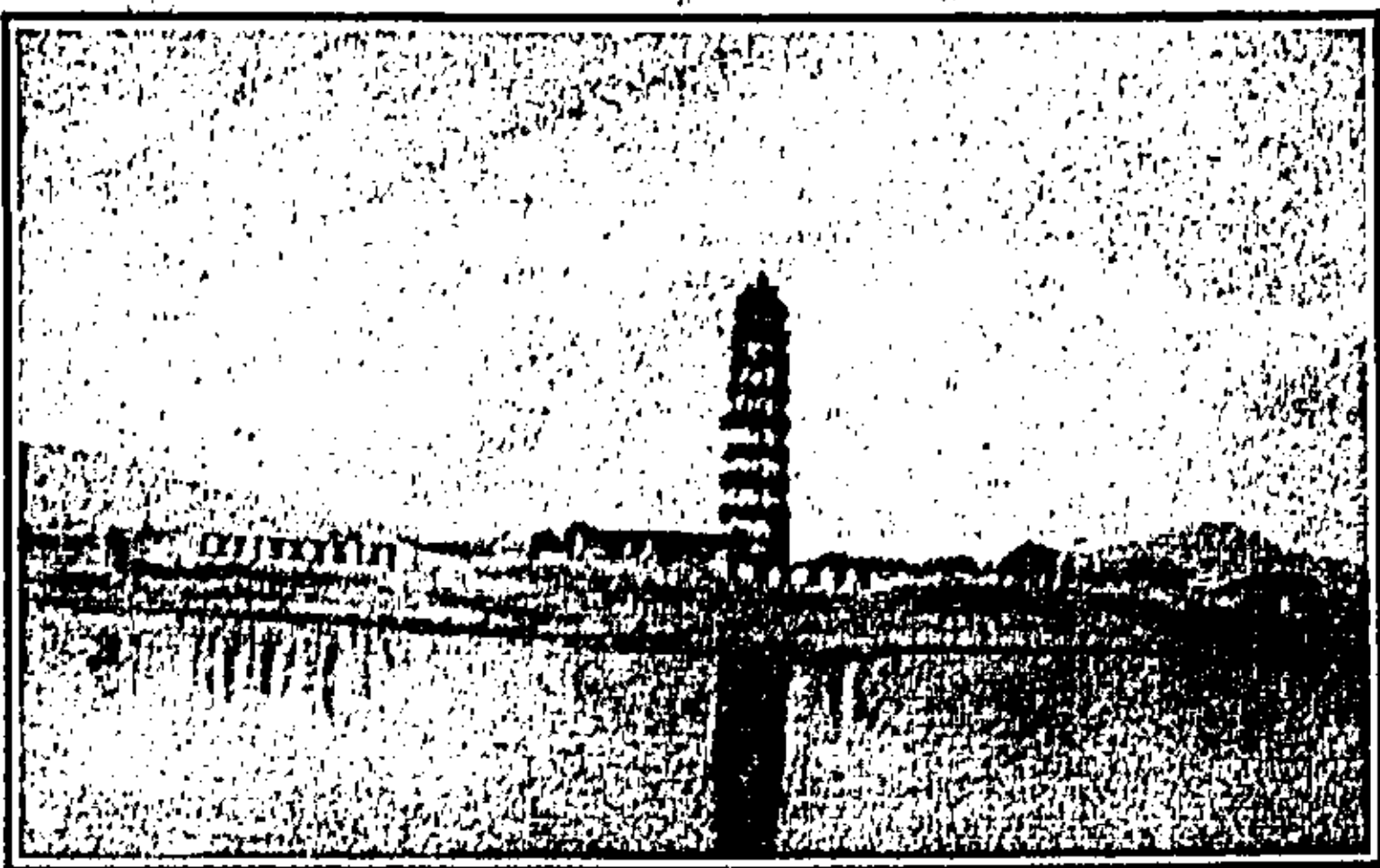
interval of three or four days or more without any at all. There is one ship that runs to a schedule, but as it only comes once a fortnight its regularity is hardly noticeable.

Pakhoi formerly boasted three Consulates—British, French and German, but now there is only one, the French. The others have been closed since the War, and the buildings sold, the British one to the Roman Catholic Mission, and the German to the Salt Administration.

Wider Streets.

Until nearly four years ago the streets of Pakhoi were the usual narrow lanes as elsewhere in China, but since then the two main streets have been widened to about 30 ft., leaving one of the former lanes lying parallel between them. The chief business street is the one near the sea-shore, but only the central portion of it has been widened, so far, and it peters out at each end into the old narrow lane. In the centre, however, access to the other widened street has been provided by widening a short cross street, so the plan of the new streets is in the shape of the capital letter H. The upper widened street runs out at one end into the wilderness of sand and

FAMOUS SHIU HING PAGODA.



The famous Shiu Hing Pagoda, photographed at sunset. Shiu Hing is one of the larger ports on the West River, between Hongkong and Wuchow.

shown by the Company in undertaking pioneer work in road making is now going to be a hindrance to further progress until the roads can be taken over by the authorities and the Company compensated.

Another road made by another company runs from the centre of Pakhoi to Namhong, about 35 miles away, but there is very little traffic that way and the company possesses only three or four cars and one bus. The Limchow road is kept in fair condition, but the Namhong one is poor. The latter was originally continued on to Tsanap-lei, where it joined up with the Limchow-Pakhoi road, but some bridges on this section were swept away by heavy rain floods and have never been repaired, so no cars run on that section now. The bridges on the Limchow road are quite good.

Unsuccessful Efforts.

Two other efforts towards modernising Pakhoi have been unsuccessful. Many years ago an Electric Light Co. was started but the machinery was continually overloaded and finally ruined, so that it had to be abandoned, and there is no electric light available now.

Then, about four years ago, a waterworks was begun, and wells were dug in a very unsuitable place which would get flooded with dirty water in the rainy season. But the scheme fell through because the man who provided some of the money and took charge of the rest of the company's funds, is said to have gambled the money away instead of buying the machinery with it.

There is a small wireless station here, and the charge for a message to Canton is 10 cents per word. There is also an aerodrome containing two military aeroplanes which make occasional flights, so it will be seen that Pakhoi is up-to-date in these respects.

Another small sign of up-to-dateness is that all dogs have to wear collars marked with a licence number, which has to be paid for. In spite of all modernity at Pakhoi, the district city, Limchow, has made hardly any progress. No streets have been widened and the city walls are still standing, being regarded as useful for keeping out bandits. Limchow was, in fact, besieged by bandits only fifteen months ago, and inhabitants were glad of the walls then.

Inside the city a public garden has been made out of a waste piece of ground, but the brickbats that covered it formerly, were never completely removed, and behind the new and imposing entrance gates the actual garden looks very disconsolate indeed. There is one other sign of progress in the fact that a main gate has been opened in the city wall, but no proper approaches have been made to it, either inside or out, and it does not seem to be used very much. For reasons connected with old superstitions many Chinese cities have in the past had no North Gate, and in some cases a gate that once existed has been blocked up. So to make a new North Gate is evidence that superstition is breaking down.

TREATING DISEASE BY RAYS.

(By A Specialist.)

The great advantage of treatment by ultra-violet rays lies in their effect upon the blood. Besides the ordinary red corpuscles (the tiny discs which give the blood its characteristic colour) there are a minority of small white cells floating in it. The first might be compared with the merchant navy, which carries cargoes of oxygen. The second, flying the white ensign, which repels and destroys invading microbes.

Ultra violet rays, acting on the blood-vessels of the skin, stimulate the body so as greatly to increase the number of these cells.

How they do it is still a mystery. They can penetrate only a minute fraction of an inch into the body, so it is impossible for them to have any direct action upon the deeply situated organs which normally control such an increase. But we know that they are capable of causing profound chemical changes in inanimate substances.

One of these changes is the production of vitamins. It is likely that the same kind of thing happens when they act directly upon the blood.

It is not strange that this secret should not yet have been discovered, for, indeed, we know very little as yet of these rays. The sun's light is largely composed of them, but to call them "light" might appear to be a misnomer, since they are invisible to the human eye.

They are curiously delicate as compared with other rays. Instead of crushing through solid substances, like their relatives the X-rays and the Gamma-rays of radium, they are turned back by the slightest obstruction. A film of grease on the skin is an insurmountable obstacle to them. (Every woman knows that an oily cosmetic will prevent sunburn, which they cause.) Smoke, soot, or moisture in the air will prevent their passage. They will not even penetrate ordinary glass. Quartz, which the rays will pass, is

AGED WIZARD OF ELECTRICITY. THOMAS EDISON 82 YEARS OF AGE.



Every time you snap on electric light, use a vacuum cleaner, ride a street car, attend a movie, turn on the radio, play the phonograph, drive an auto that uses a storage battery, or do a thousand other things that are commonplace now, you owe a debt to Thomas A. Edison for his inventions made all these things possible. Above is a striking sketch of this modern miracle man; at the left, the aged inventor is seen working in his laboratory and below he is shown with his first phonograph, invented nearly a half century ago.

The world's greatest inventor—the man whose achievements touch your life every day, who made possible for you the radio, the electric light, the moving picture, the street car and a whole host of equally important but less spectacular inventions—was 82 years old on Monday, Feb. 11.

That man, of course, is Thomas A. Edison. For decades he has been one of America's most famous and useful citizens. He has also been one of the most active; and now, at 82, there is no sign that he intends to relax in any way the tremendous activities that have characterized every year of his long life.

Edison's birthday is always an event. Reporters and cameramen besiege him, take as many pictures as he will allow and ply him with questions on everything under the sun. Always recognized as a man of surpassing intellect, he is now, in his old age, accepted also as something of an oracle.

On his birthday, too, people like to look back over his long career. His life-story always bears re-telling. It is immensely interesting. The story of what he did, and how he did it, is one of the most absorbing stories America has produced.

Milan, O., was Edison's birthplace. The year was 1847. The nation then was a quiet country; agriculture was its mainstay, and the industrial revolution had hardly begun to be felt. The streets of big cities were lighted by gas; in smaller towns they were not lighted at all. Electricity was only a puzzling natural phenomenon. It was a pre-Edison country, vastly different from today.

When Edison was 7 his family moved to Port Huron, Mich., and there, five years later, he started out to make his way in the world. A job as newsboy on a Grand Trunk railroad train was his first job—not, perhaps, a very promising one.

Used as a substitute for glass in the burner of the "Mercury Vapour" lamp commonly used for the medicinal application of ultra-violet rays.

In this type of lamp they are generated by passing an electric spark through a long quartz tube, one end of which is filled with mercury. Another usual type is, practically, an ordinary arc lamp, with carbon or tungsten electrodes. Though the working of both these is a fairly simple matter, their application for healing purposes is not. It requires not only technical skill, but the wide knowledge of medicine as a whole, which only training and experience can give.

ing beginning. But it served. Already he had given evidence of a keen natural curiosity. His mother, going to the cellar one day, found him at a long table covered with bottles, most of which were labelled "poison." He had rigged up a laboratory, of sorts, and was going to make some experiments. When he went to work on the railroad he moved his laboratory to the baggage car and messed around gaily in it at every spare moment.

Electricity fascinated him from the beginning. The telegraph was then coming into general use, and he longed to learn about it. Chance gave him his opening.

In 1862 young Edison rescued the daughter of the Mr. Clemens station master from under the wheels of a train. The station master, full of gratitude, asked the boy what he could do to repay him.

"I want to be a telegrapher," Edison replied. So a telegrapher he became, and for five years he worked in that job. All the time he was studying electricity, and tinkering with embryonic invention.

Then he moved to Boston, where he secured his first patent—on an electrical vote-recording machine. But the device, while a successful invention, was a commercial failure; and in 1869 Edison then moved to New York, slightly discouraged.

There he had better success. He devised an electrical stock ticker, patented it—and sold the rights for \$40,000.

With this money he determined to do what he had always longed to do—establish himself in an independent laboratory and devote all of his time to research. He moved to Newark, N. J., built a workshop, and started on the long path that was to yield some of the world's most useful inventions.

The first few years were unproductive. Edison helped perfect the first practical typewriter, and developed a carbon transmitter for telephones; but it was not until 1870, when he moved his shop to Menlo Park, N. J., that real success began to come.

After a number of experiments, he devised a little machine with a wax cylinder, needle and sensitive diaphragm. Into the funnel that led to the diaphragm he spoke the words, "Mary had a little lamb." Then he changed the machine around, but in a different kind of needle, and turned a lever. Out of the funnel came his own voice, saying "Mary had a little lamb." The phonograph had been invented.

Then he turned back to his first love, electricity. The arc light had been invented and was in some use for street lights, but it was impractical for use in the home. Edison determined to find an electric light that could be used cheaply by every householder. The problems were many, but in 1879 Edison introduced the first incandescent electric light.

About the same time Edison produced another invention—less spectacular, but tremendously important. He developed the first central power station, to furnish the current for the hundreds of lamps with which his Menlo Park laboratory was festooned.

To do this, he had to devise a dynamo far more efficient than anything then in existence. He did it—and then developed a new electric motor, built an experimental electric train and paved the way for the electric street car, subway, elevated and electric locomotive.

In 1882 Edison's New York power plant began commercial operation on a small scale. Out of it grew the giant General Electric Co. of today.

Edison always had "side lines." While perfecting one invention he would be toying with half a dozen other ideas at the same time.

Thus, while the electric light, dynamo and motor were being given the world, Edison was making the experiments that were to make radio possible. He also devised a machine that would make low-grade iron ores valuable, and put all of his available cash into the formation of a company to market it—for most of the country's available iron ore deposits then were of the low-grade type, and there was an enormous market for such a machine.

Unfortunately, the tremendously rich Mesaba iron range, in Minnesota, was discovered just then. Edison's company failed, and for a time he was acutely embarrassed financially. To recoup he invented a machine that would make cement more cheaply—and got his money back.

At the same time, he was trying to invent a practical storage battery. This took years of his time, and he is said to have made 50,000 experiments for this one purpose. In the end, he succeeded.

Having developed the phonograph, which would preserve sounds for posterity, Edison wondered if sights could not be preserved likewise. He left electricity for a while and began an experiment with cameras. The result was his invention, in 1891,

of the moving picture camera and projector. Edison was always interested chiefly in inventions that had a direct, practical value. He was not greatly interested in his moving picture inventions; he did not believe that they would be commercially profitable. So he abandoned this field, and left to others the great work of developing the moving picture industry. But every movie you attend was made possible by Edison.

Recently Edison's attention was turned to artificial rubber. Edison went to his winter home in Florida to conduct extensive experiments with rubber substitutes.

More than 1100 patents represent Edison's life of invention. Many of these cover articles in daily use. Yet Edison never was listed among the richest men of the country. His whole career was devoted to invention, and once a device was complete he lost interest in it. It has been estimated that the industries which have grown out of his invention are worth at least \$20,000,000,000; his own personal fortune has been estimated to run over a million, but not to any height comparable to those of Ford or Rockefeller.



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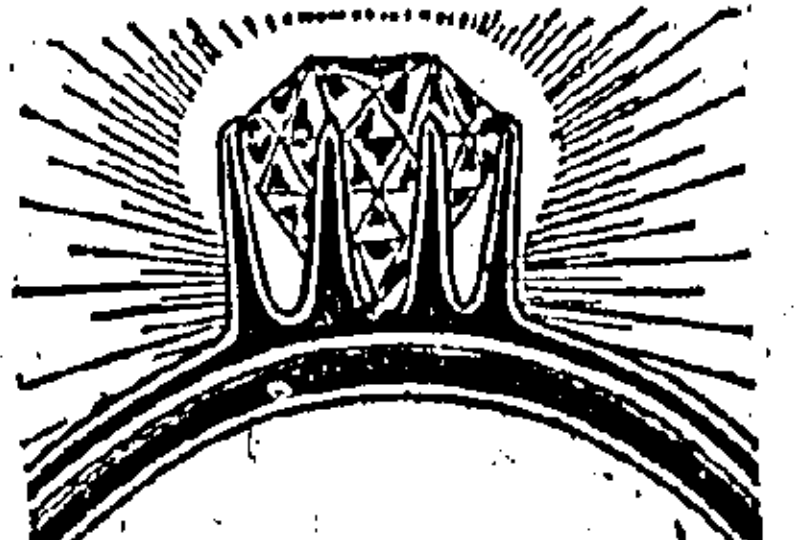
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A Long Slate-Blue Coat
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That Can Be Worn "As Is"
Or As a Modish Cape
Matching the Skirt

WHILE much has been said of the way the silhouette is taking curves unto itself and skirts are adding this or that kind of fullness, cuffs and collars have stily changed their whole character. They have gone graceful, charmingly feminine and very decorative. There is a wealth of originality in neck and wrist treatments. Of course this really means that the whole bodice portion of a frock has increasing importance.

This fact of the bodice's importance is emphasized in the phrase, "over the table" costumes. That phrase means costumes that look charming when a woman sits down to luncheon and may or may not throw back her coat. Of course the collar and cuffs are the important points of interest in such frocks.

Among the newer collar treatments are such novelties as the slit scarf neck, wherein the scarf slides through itself and ties in a bow in the back; the bill scarf, platoon, the handkerchief bertha, the one-sleeved cape, the sailor collar, the rear bow-knot collar topping a vestee effect in the back, the double cape of two sheer colored fabrics; the front shawl collar that splits its back to make a bolero, jabots of all kinds and embroidered, irregularly shaped collars that use buttons and beads to liven their embroidery.

Cuffs are fully as individual as collars and need not necessarily bear much resemblance to collars. Sleeves are more or less easy, but not full to the elbow. Below that it is up to the cuff.

CUFFS that face shut are intriguingly new. They have a leisurely touch about them that is charming. They seem to belong to the lady with plenty of time for grooming.

The yellow beige flat crepe frock at the top right has not only its cuffs but its entire side laced up with narrow ribbons of the crepe. And it adds rows of fagoting to make the frock more stunning.

The neckline of this tunic is square, with rows of the fagoting making of it a yoke, too. There is one row of the fagoting marking off the cuff, with the facings down through the middle of it. The facing ties at the

top of the cuff instead of the bottom, a thoughtful touch since the ties will not trail in one's coffee cup that way.

The skirt of this frock has fine accordion pleating. A matching yellow beige felt hat has a decorative strip of straw ribbon around both the outside and the inside of its very narrow brim.

NEW in many, many ways is the mustard yellow blouse at the upper left. It is of French flat crepe and intended to be worn with a black suit. Its collar and cuff treatment is its very own.

The cuff is cut right with the sleeve, merely shaping the lower edge of the sleeve out into segments of a circle that, lined with the black of the suit, make a most individual touch. Two buttons of the material fasten the lower edge of the cuff tight and snap close the extension of the cuff.

The front portion of the bodice is shaped up over a front width of the same silk so that, folded back, it looks like a bolero that is fastened very high. The center of the back swings loose to form a rear bolero and the V-shaped neck in front rounds in the back.

FOR stunning femininity and yet a nonchalant fresh style, the white faille taffeta dress at the lower left is too chic for words.

It is really an adaptation of the old-time basque gown to the present mode. And the places where the old basque gown changes are in the collar and cuffs.

The collar merely splits itself to fold back into front lapels and the back does the same thing, with a slightly shirred line running down from the neck. This lapel effect is lined by itself so it has a tendency to stand up rather than lie flat.

The long sleeves have rose-bud bows, a new variety, for cuffs. These rose-bud bows are rounded pieces of fabric, scalloped on the outer edge. When gathered, or shirred, in the center, they make very decorative bows. There happen to be cut in one with the top of the sleeves with more of the goods added to make a narrow under-cuff.

Coats and suits show the same preference for unusual collar and cuff treatment that frocks do this spring.

The question of whether to buy a suit or coat is often decided now by the type of collar they have.

THE very new slate blue suit at the lower right decides the question in favor of itself because it has a long coat that can be worn with separate frocks and a cape collar that is detachable and can be worn alone with the skirt in lieu of a coat.

This cape collar is a young, stunning little treatment of the neckline. It is cut so that it hugs the shoulders, giving a svel line, has a slot seaming down the center of the back for a decorative touch and a little bowknot of itself buttoned on right across the back of the neckline.

The slate blue color of this outfit is, incidentally, an excellent bet. For gray tones stand a high chance of being at the top of the color rainbow of fashion this season. The hat worn with this suit is of rabbit felt, that soft, thin felt that feels like velour and is almost as pliable as transparent velvet.

LACE for lining is one of the sophisticated touches this year. The pink beige crepe Roma afternoon frock shown in the large photograph uses matching Alencon for this lowly function and proves thereby that it is not what a thing does, but what it is that counts. For the lace-lined jabot at the neck of the frock and the lace-lined cuff tabs are exotically lovely and tricky.

These cuff tabs are full and have rounded corners. They are let right into the cuff by a slit in the crepe Roma and finished by hand, of course. When the hand is down the crepe Roma shows, with a suggestion of the lace edging it.

When Milady yawns or straightens her hat, the tab falls back and presto, there is a beautiful little tab of unusually lovely lace. This expression of individuality in cuff treatment is exceptionally successful and feminine looking.

The pleated straw turban the wearer of this frock reaches up to straighten is fully as charming as the frock.

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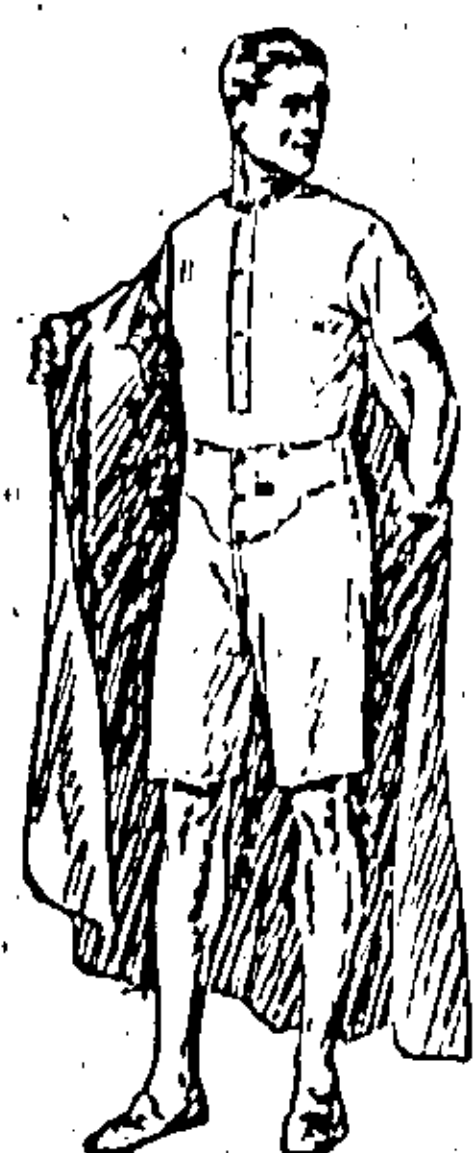
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IT WILL PAY YOU TO SHOP HERE!

KEEP COOL!



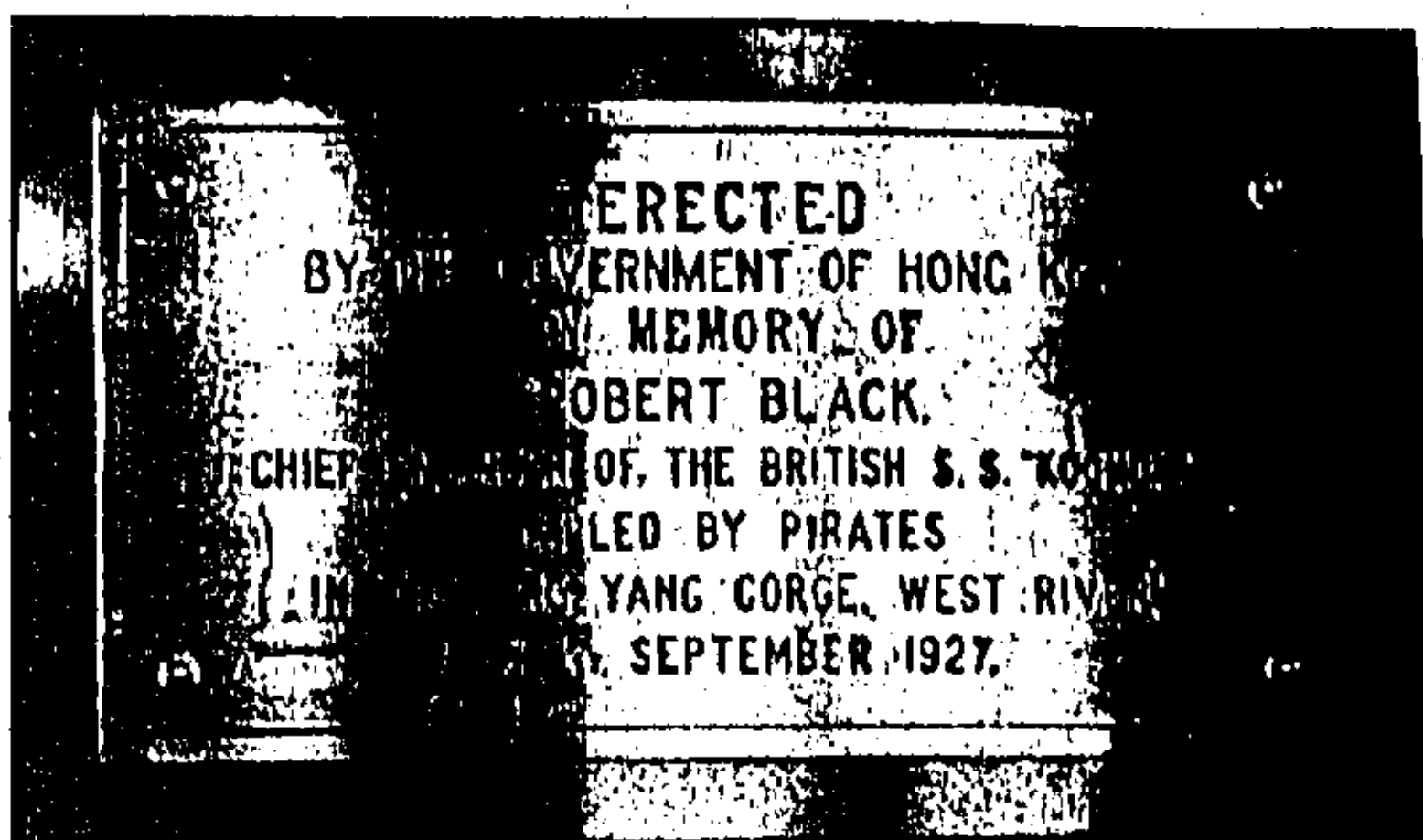
No matter how strenuous the activity, how oppressive the climatic conditions, AERTEX will keep you all cool and fit.

The principles on which AERTEX is constructed ensure perfect regulation of the body's temperature. The dangers of chill are almost obviated and the maximum degree of comfort assured.

COMPLETE NEW STOCKS OF VESTS,
DRAWERS and COMBINATION SUITS.

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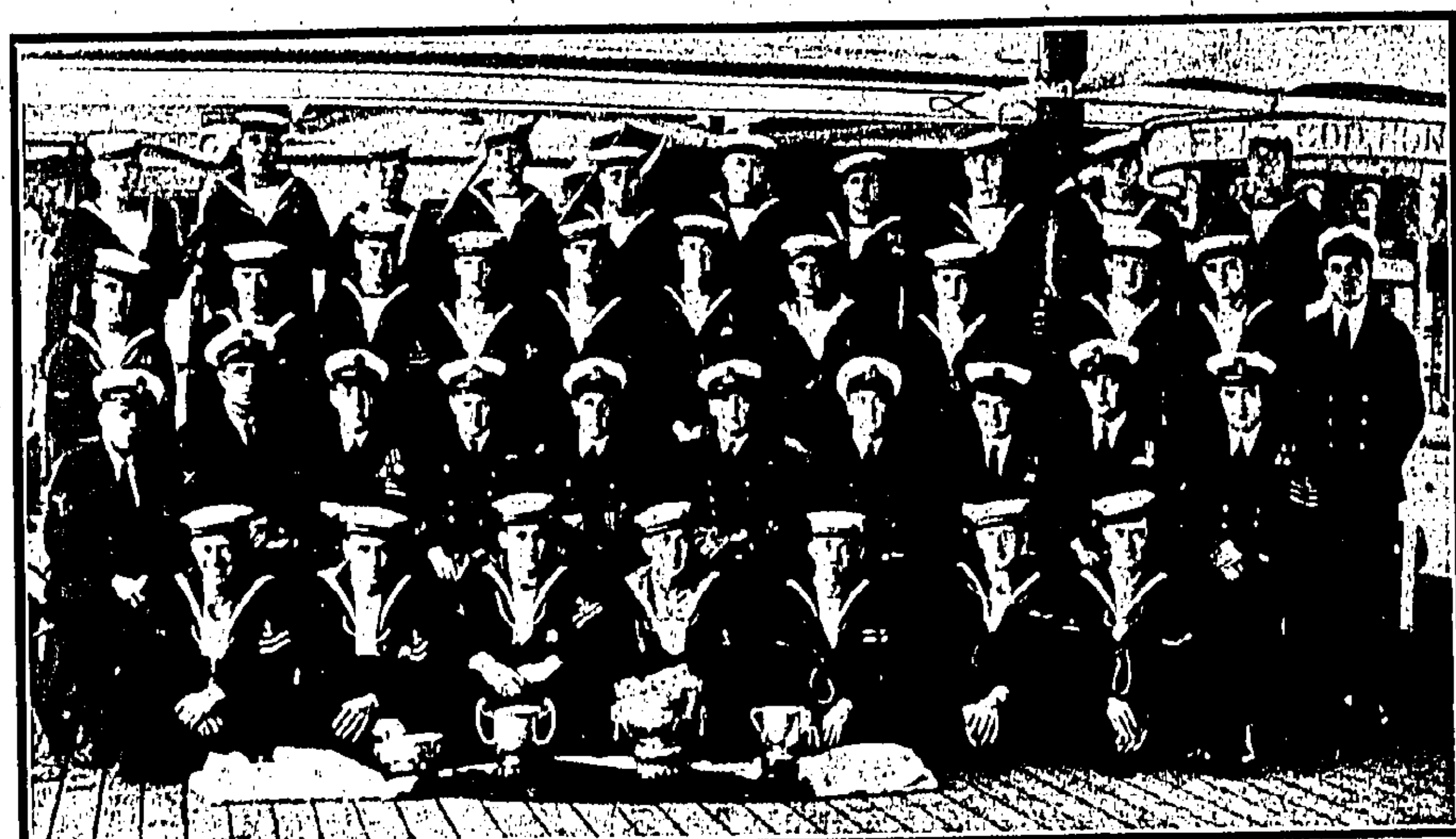
MEN'S WEAR SPECIALISTS.



The tablet erected by the Government in St. Peter's Church to the memory of the late Mr. Robert Black. It was recently unveiled by H.E. the Governor. (Photo: Mee Cheung).



The finish of the Mrs Bay Handicap ("B" Class) at Happy Valley on Monday. Mr. Ulster's Erin's Isle (Mr. Charles up) was the winner of an exciting race. (Photo: Mee Cheung).



Officers and men of H.M. submarine L.27, winners of the Captain "S" Gunnery Bowl, the Officers' Berthon Boat Bowl, the S/M Aggregate Regatta Cup, and the S/M Berthon Boat Cup. (Photo: Mee Cheung).



Erin's Isle (Mr. Charles up) being led in after winning the Mrs Bay Handicap ("B" Class) on Monday. (Photo: Mee Cheung).



OBTAINABLE FROM—
THE CHINA TEA COMPANY. Ground Floor. DAVID HOUSE.



Some members of the Portuguese Company of the Volunteer Defence Corps, taken at the annual Rifle Meeting at Stonecutters. (Photo: Mee Cheung).



J. S. MacEachran playing a backhand stroke in the Doubles Championship semi-final, in which he and L. Goldman defeated M. K. Lo and M. W. Lo. (Photo: Mee Cheung).

WHITEAWAYS

SUMMER DRESS MATERIALS

"WAYDERO" "WAYDERO"



GUARANTEED
ABSOLUTELY
FAST COLOR.
An excellent light. Washing
Fabric in a large range of
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able for Ladies' and Children's
Frocks, Shirts, Pyjamas, etc.

29 inches wide.

85 cts.
yard.

One of our

Standard Values.

NEW VOILES. NEW TOBRALCOS.

Whiteaway, Laidlaw & Co., Ltd.



The Navy XV which beat the Army Rugby team in the triangular contest on Wednesday by 20 points to 5. This was the Army's second defeat, their first reverse being at the hands of the Club, who meet the Navy on Monday. (Photo: Mee Cheung).



H.M. the King is seen out of doors for the first time since his illness, in the grounds of Craigwell House, accompanied by the Queen. (Photo: Central News).

STIFF TRIAL FOR MORRIS MINORS.

Hill Climbing in Yorkshire.

[By J. E. Appleyard, B.S.C.]

After a considerable period of waiting, the first two Morris Minors arrived in our showrooms in Leeds in early October. We knew nothing about them except their excellent qualification of having come from a good stable, and determined to find out whether they really were worthy members of the redoubtable Morris family, we subjected them to trial on the worst hills in Yorkshire and the Lakeland.

The Yorkshire Evening Post and Yorkshire Weekly Post representatives very kindly consented to observe the climbs up the famous Sutton Bank and its neighbour, White Horse Hill, and these we sampled first.

Forty in Second.

The 3.9 gradient of Sutton Bank troubled the cars not at all. In fact, the speed never fell below 20 miles an hour, and the little engine was successfully run at 20 miles an hour in second gear without distress.

This experience fortified us for the much more formidable White Horse Hill, which climbs the Hambletons three or four miles to the east, up a precipitous cliff out of which is cut in limestone the famous White Horse. The surface of this hill, unlike Sutton, is much broken up by water-courses and rough stones, but again this gradient had no terrors, and the hill with the exception of 20 yards on the "S" bend, was accomplished in second gear.

Having tested out the cars locally and so successfully, we decided to climb the worst hills in the English Lakes and try a series in transcending order of difficulty until we really found one which should be insurmountable.

On Kirkstone Pass.

First we made for Kirkstone Pass, on the easy ascent from Windermere, and romped to the top with never a gear change below second. Then at the summit a turn was made down the real Kirkstone Pass, usually named "The Struggle" this being the hill which

leads straight up from Ambleside to the hotel at the top of the Pass. Again the little cars flicked round the "S" bends, despite the rough surfaces, and straight up the final reach without a falter. This hill rises 1,300 feet in 2½ miles, and incidentally, has nearly half a mile of travelling where no height is gained.

Having thus successfully accomplished one of the best-known test hills of the English Lakes, we turned to the consideration of a still stiffer proposition and decided on Howtown House, a hill not as well known to motorists as its scenery and character merit. This lies along the little-known eastern shore of Ulswater and ends in a cul de sac high above the lake. The road ascends in seven hairpin lacets up the mountain side, so strongly resembling Alpine climbs that it has earned for itself the name of the "English Stelvio."

For several days it had been raining hard and the road along the lake was flooded 9 ins. to 1 ft. No other method, however, of gaining Howtown House was possible, so the little cars ran through the flood, throwing the water high over their bonnets and emerging after 200 yards of water none the worse for their bath. Soon the zig-zag road confronted us leading up to the gap in the hills above Howtown.

Short Wheelbase Advantages.

Never have we known so exhilarating a climb. First we rose at one hair-raising hairpin to the right. In a few short yards, another to the left, again another to the right, another to the left, all of gradients of the order of 1 in 4. A large car could not have got round the hairpins of the narrow road without the necessity of reversing, but each of the little Minors came round the bends at speed without a single reverse, and finally emerged at the top of the Pass with never a sign of exhaustion or heat. In fact, the radiators were never more than comfortably warm to the hands.

On this hill we gained our real impression of the extraordinary "nippiness" of the Minors, their delightful easy accurate steering, freedom from bounce and perfect springing over the roughest of surfaces. As a demonstration of the stability of the car and its low centre of gravity, Mr. Limb, our General Manager, drove one of the cars from the top down to a hairpin bend with a gradient of 1 in 4, and, at a narrow portion of the road which was only half as wide as the car is long, turned the car round on the 1 in 4 gradient in one reverse and came back up the hill. Following this, he drove the car again down the hill and in reverse drove backwards way up the lacets in a spectacular fashion, which has delighted audiences who have since seen the film depicting the climbs.

Looking For More.

With Howtown House achieved, like Alexander we looked for fresh worlds to conquer, and were perplexed where to find a hill which offered greater difficulties than Howtown House. Someone suggested "Why not try the little bus on Honister Pass?" We knew this had but rarely been attempted and still more rarely climbed without special gear ratios being made from standard.

The little Morris Minors had been taken straight from the showrooms without any preparation of any kind, but fortified by the fact that we had with us nonskid chains, we decided to run over the other side of Derwentwater and have a look at the notorious "worst hill in England."

We arrived there at 5 p.m., had a good look at the gradient and particularly the famous "Step" and found the lack of light for cinema photographs an excuse for leaving the hill alone that night. We returned to the Seafell Hotel in Borrowdale, and decided on another look in the morning. The day opened in the late autumnal glory which reveals Lakeland at its best.

Fortified with the courage of the morning, we again drove up the easy side of Honister and walked over the summit down to Buttermere. Again we stopped at the terrific "Step" with its gradient of 1 in 3, its surface chewed up by the conches which descend the hill on skids but never come up, and its unfenced precipice on the right-hand side of the ascent. With trepidation we decided to take the

cars to the bottom and in case of failure to climb the hill, to run home by Buttermere. Quarrymen from the slate works gathered round in interest to see whether the little cars would succeed where so many others had failed.

500 Feet Up.

Our little crowd, with camera and cinema operator complete, gathered at the first of the Morris Minors, driven by Mr. Whalley, sales manager of Appleyard of Leeds Ltd., came into sight three-quarters of a mile away down the Pass, 500 feet below, round the bridge over the mountain torrent, in and out of the "S" bend with its gradient of 1 in 4, then up the 100 yards straight of 1 in 5, swerving to the right on 1 in 5 and up to the second bridge on the easier gradient. The rear of the little engine came up the "Pass" as it gathered way for the real crux of the climb with the gradient gradually stiffening to 1 in 5 up to the foot of the "Hill Step" itself where the slope abruptly changes to the gradient of 1 in 3½ stiffening to 1 in 3. This road climbs along an unfenced precipice which drops into the torrent back far below.

The Conquest of Honister.

The car came gamely at its task, slackening speed with the slip of the wheels on the bare exposed rock and in the rut cut out by the skids. "Will it do it?" "It can't." "It will." And then a great shout of delight as the little bus came out upon the top of the "Step," and romped home up the upper portion of the Pass to the sign boards at the top.

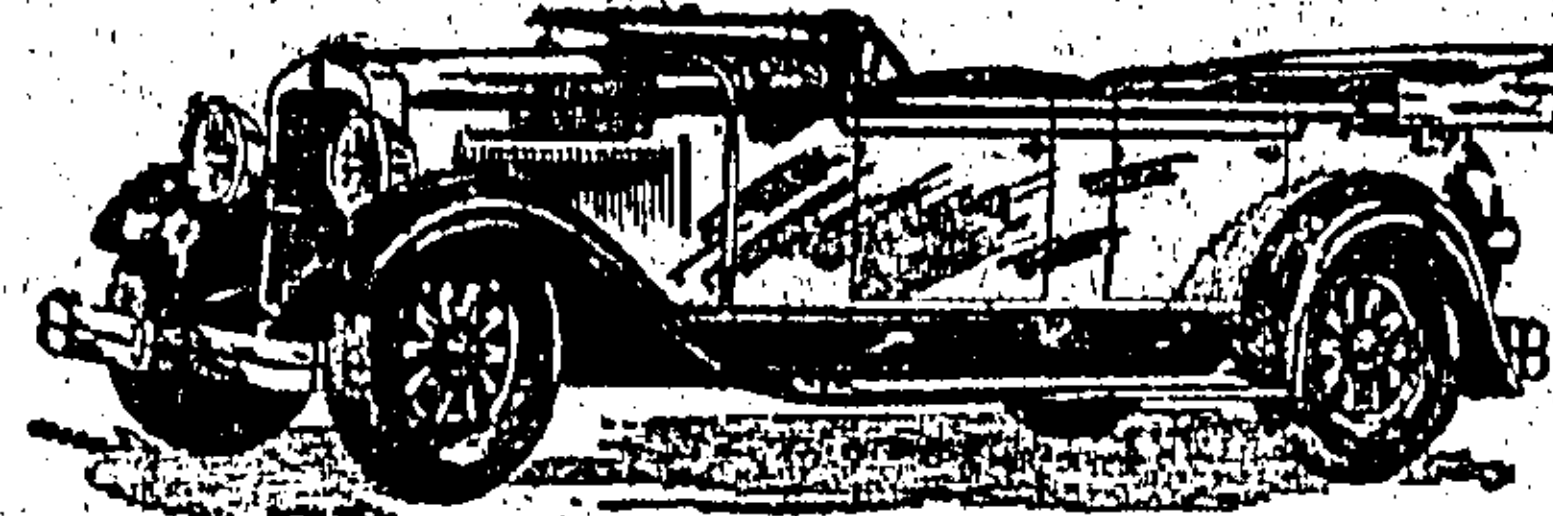
Quickly afterwards came Mr. Limb with the other Morris Minor and again both climbs were repeated, making four clean, completely unassisted ascents.

Certificates of the performance were obtained from the independent quarrymen witnesses. It was a happy homeward journey, often at the rate of 55 miles an hour, as we returned to Leeds. The cars had emerged from their baptism of floods, vile roads and precipitous hills.

MAGISTRATES TO BE TAUGHT.

Special courts are to deal with motoring cases in Berlin (Germany). All magistrates who hear the cases will receive training in automobile matters.

THE WORLD HAS A NEW AND FINER MOTOR CAR

The Nash "400"
Advanced Six Phaeton

EVERY WORD you hear about the new Nash "400" is a GOOD WORD!

MUCH talk about the new motor cars, many things being said both "pro" and "con"—

But every word you hear about the new Nash "400" is good!

No one can look at the slender grace, the smart, modern style of the new "400" Salon Body without a feeling of genuine admiration.

See its new Twin Ignition engine! Here is the engineering marvel of the year. You'll be amazed at the difference between this and older engine types—

Easy steering, too, features the Nash "400". People everywhere are saying it's the easiest steering car they have ever driven.

Here is the motor car industry's greatest value! It has Bijur chassis lubrication; Houdaille hydraulic shock absorbers; bumpers front and rear; and a long list of other important features.

The whole world is saying—and means every word of it—Nash has built the car of the year. Be sure to see it. Be sure to drive it.

NASH "400"

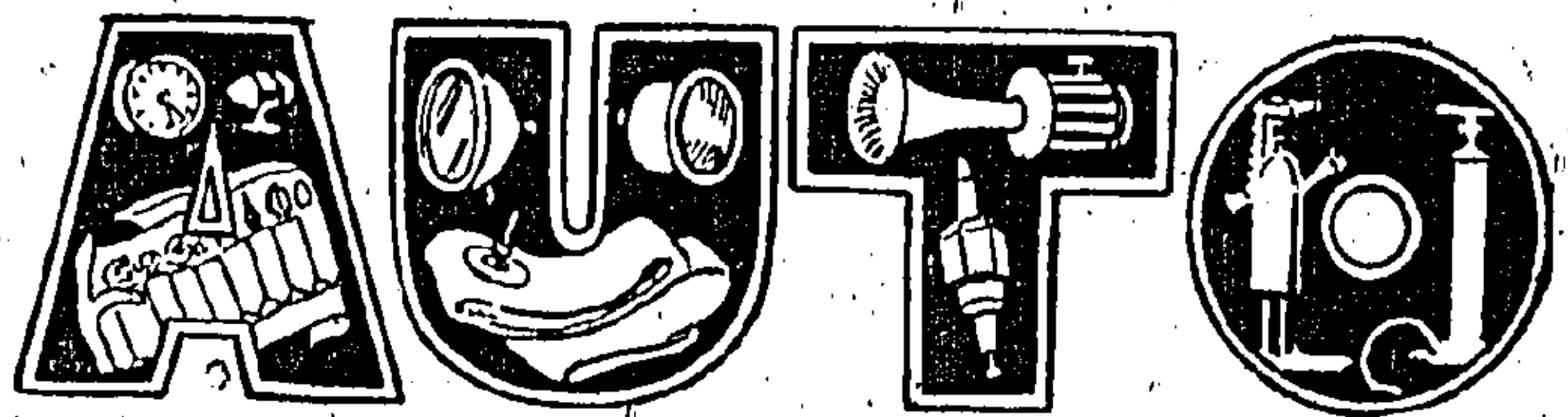
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Twin-ignition engine	Salon Bodies	7-bearing crankshaft (below crank pin)	Short turning radius
12 Aircraft-type spark plugs	Aluminum alloy pistons (Lever Struts)	Bijur centralized chassis lubrication	Longer wheelbases
High compression	New double drop frame	Electric clocks	Oak-leafed Saloon fenders
Houdaille and Lovejoy shock absorbers (exclusive Nash mounting)	Torsional vibration damper	Exterior metalwork chrome plated over nickel	Nash Special Design front and rear bumpers
	World's easiest steering		

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WE HAVE PLEASURE IN ANNOUNCING A SHIPMENT OF THESE FAMOUS MACHINES.

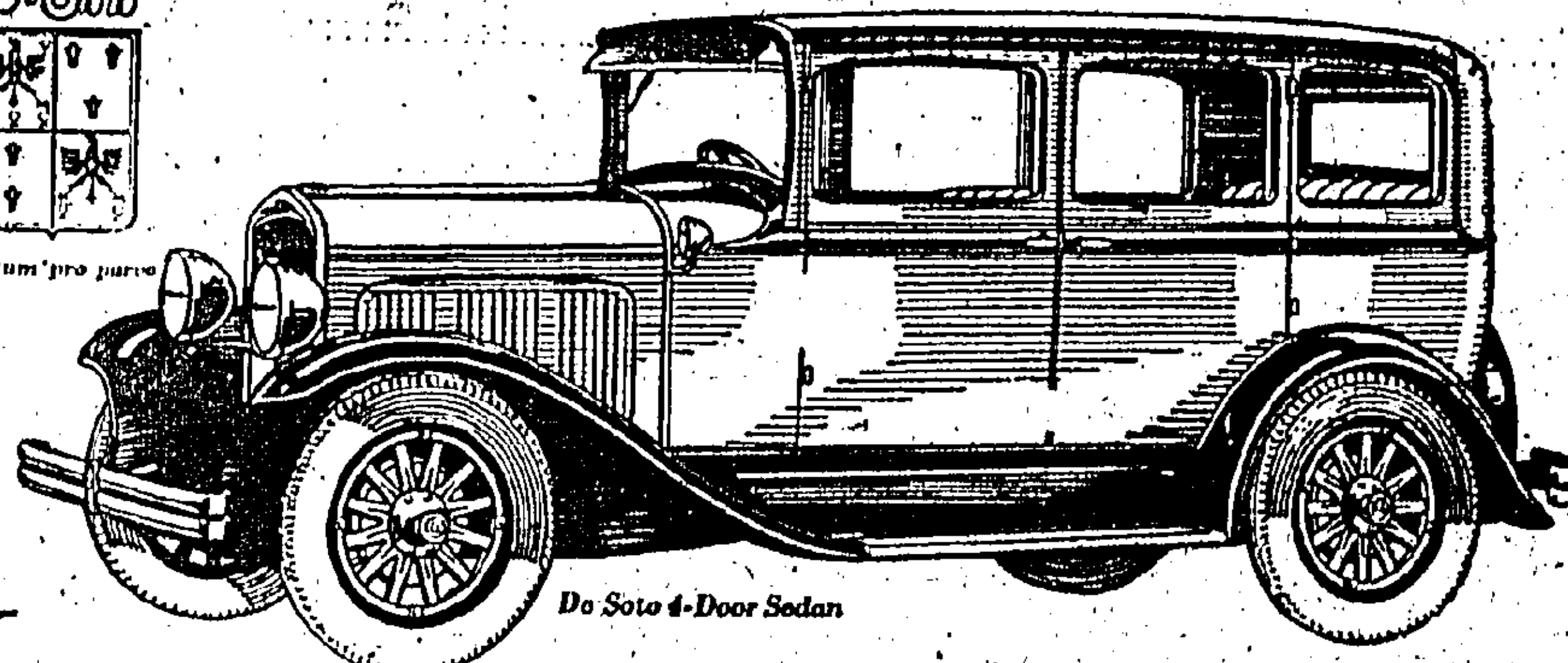
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The range of Excelsior Motor Cycles will be found to maintain their world-wide reputation of first class quality and merit. Since 1874 (over 50 years ago) the "Excelsior" has been developed and improved, and the results of those years of experience are reflected in the range of Motor Cycles offered to-day.

COME AND SEE THEM EARLY
THE SINCERE Co., LTD.



Mottum pro patria



New . . . and already a sensation in the field of low-priced sixes . . . De Soto Six—the new Chrysler sensation-car brings Chrysler's dashing style and speed and colourful individuality into the field of low-priced sixes—within one month of its advent is recognised as today's most vivid expression of the new quality and value standards in modern motor car manufacture.

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New Chrysler-designed "Silver-Dome" high-compression engine, using any grade petrol.

New-type rubber insulation of engine to wipe out the last vestige of torque and vibration.

New-type iso-therm-invar-strut pistons with piston rings of new tongue and groove construction.

New-type 4-wheel hydraulic final drive.

Internal expanding brakes, with squeakless moulded brakelining.

New-type smaller wheels, combining greater safety with easier riding and smarter appearance.

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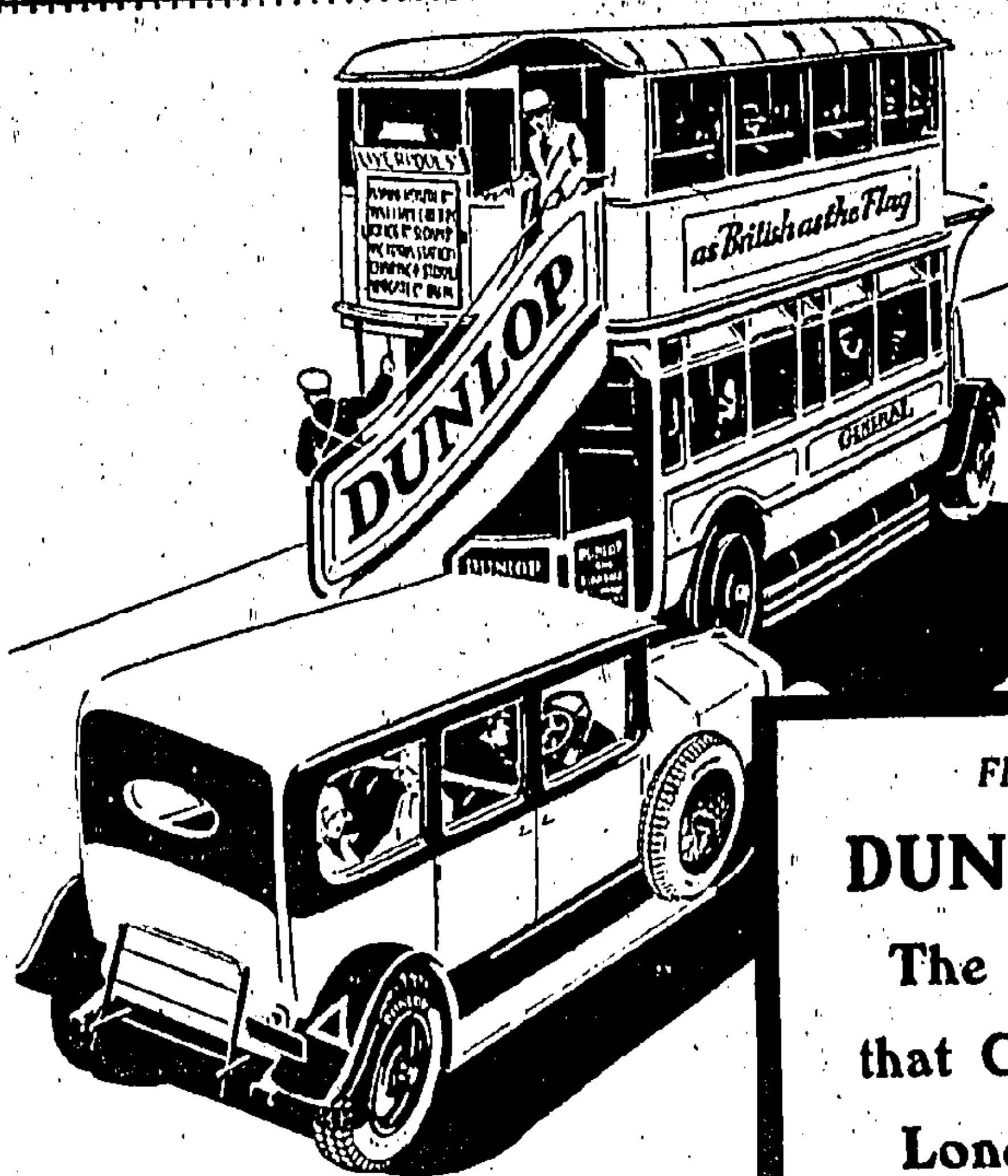
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PRODUCT of CHRYSLER



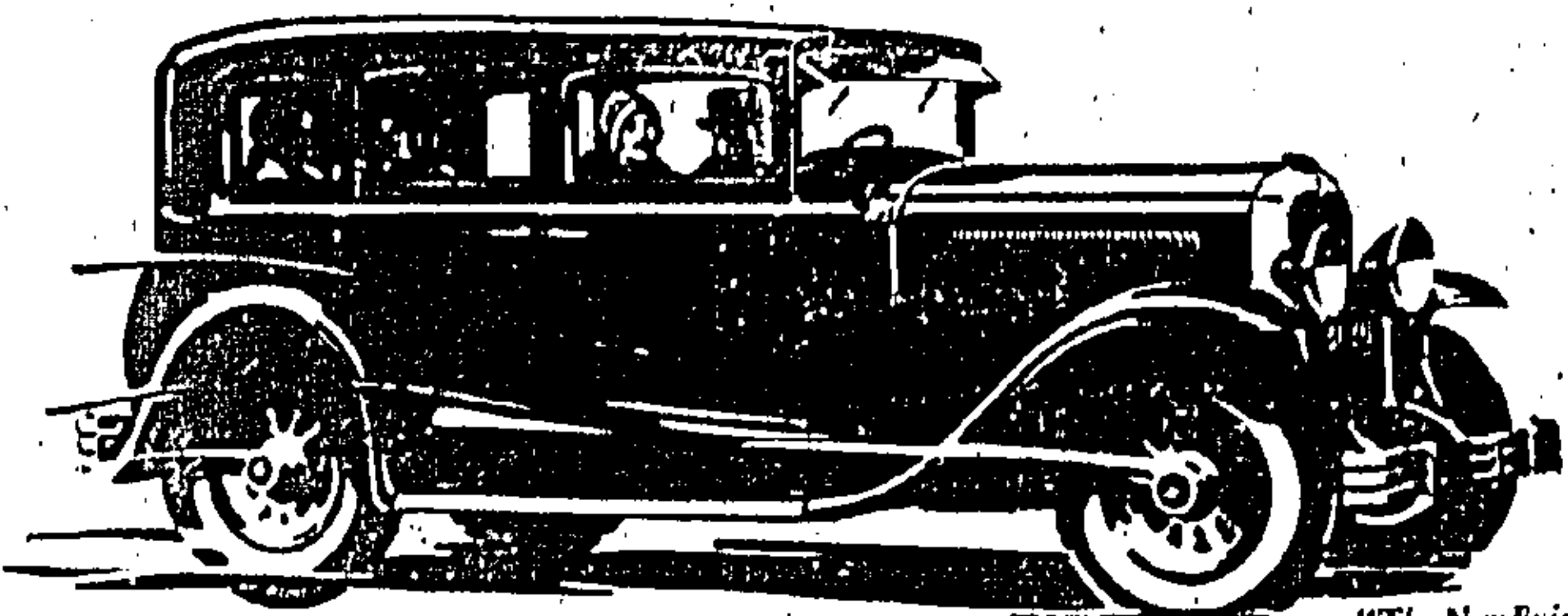
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sands of motorists in all parts of the
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Bodies by Fisher marks the new peak of
performance as well as the new style—
the vivid new mode—of car design—
—that it delivers fullest measure of all
the qualities that motorists desire...
and that this is the vital reason why
more than twice as many people purchase
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SIMPLICITY.

The Manufacturing
Aim.

TROUBLE FREE SERVICE.

One of the most noteworthy as-
pects of progress in automotive de-
sign, which is reflected by the new
models seen this season, is the in-
creasing trend toward simplicity.
It is almost axiomatic with en-
gineers that the simplest mechanism
is not only the best but the one
most likely to give motorists the
trouble-free service they have
learned to expect from their cars.

An outstanding example of this
trend toward simplification is the
mechanical fuel feed pump which
has for some time been standard
equipment on Studebaker cars, re-
placing the vacuum tank system of
fuel supply which was formerly in
use.

The pump is extremely simple in
design. It is operated by a lever
actuated by the cam shaft of the
motor, thus automatically supplying
the carburetor with petrol in strict
proportion to the requirements of
the motor.

In operation the pump draws fuel
from the main petrol tank through
a strainer built integral with the
pump, and feeds it to the carburetor
under very slight pressure. The
action of the strainer eliminates all
water and sediment in the fuel be-
fore it reaches the pump valve and
passes into the carburetor, thus pre-
venting sticking and freezing of the
mechanism as well as carburetor
trouble.

The whole mechanism weighs less
than three pounds, requires no ad-
justment, and assures a constant,
even supply of fuel to the carbure-
tor for sustained high speed as well
as for steady power when climbing
steep grades.

Like all other improvements in-
corporated in Studebaker cars, the
fuel pump was put through exhaust-
ive tests in Studebaker's elaborate
research laboratories and on the
Studebaker Proving Ground before
it was adopted. On tests for dura-
bility it was kept in continuous
operation for more than 200,000
miles. It was tested with every
grade of commercial petrol, and

CHARACTER TEST.

Drive Before Marriage.

HOW TO PICK A HUSBAND.

"Before you marry him, girl, go
riding in his car."

Tabloided, this is the advice of
Mr. H. C. Brokaw, technical ad-
viser to a motor school in New
York, who believes that to watch the
behaviour of a car driver is a quick
and sure way to a knowledge of his
disposition.

Demeanour in breakdowns, traffic
accidents, and dangers should give
a true indication of how a man will
behave in the stresses of married
life, and his bearing under the bar-
rage of advice from a back-seat
driver should either consolidate the
lady's first opinion or cause her to
change it.

Of course there is a catch in it,
for a driver subjected to irritating
—if exploratory—comments on his
driving by the girl of his choice
might reflect: "Better single bliss
than a nagging wife," and risk a
breach of promise suit.

A yardage of all concrete road-
way, equivalent to 217 miles, was
laid in the British Isles during 1928.

under all atmospheric and tempera-
ture conditions.

Perhaps the most convincing tests
it has undergone have occurred
since it became a feature of stand-
ard equipment. It was a part of
the equipment on The President
Eights which recently set new of-
ficial world records for speed and en-
durance by covering 30,000 miles
in less than 30,000 minutes on the
Atlantic City Speedway, main-
taining an average speed
of more than 68 miles per
hour for 19 days and 18
nights of continuous travel. It was
also called on to keep a steady flow
of fuel passing into the carburetors
of the Studebaker Commander
motors which travelled 25,000
miles in less than 23,000 minutes
on the same track. In both of
these severe tests the fuel pumps
performed perfectly.

"FAD" THAT STAYED.

Relic of 1907.

MOTOR WAS "DYING BUSINESS."

There was a time when motor ve-
hicles were declared passing fast,
and motor manufacturers were ur-
ged to "get out a dying business."

That time was recalled recently
in Paris, by the discovery of a
circular promulgated in 1907 by
the League Against Automobile
Excesses.

After thoroughly denouncing
motor vehicles from every angle, the
circular concludes by saying that
"the auto's wheels are stained with
blood and buyers will have no more
of these engines of death and de-
struction."

POLICE TEACH SAFETY.

As part of a "Safety First"
campaign in Cardiff (Wales), the
chief constable introduced a number
of policemen as teachers in the day
schools of the city.

ACCORDIAN RENOVED LUSTROUS CAR POLISH

ONE (SOILED CARTON) BOTTLE
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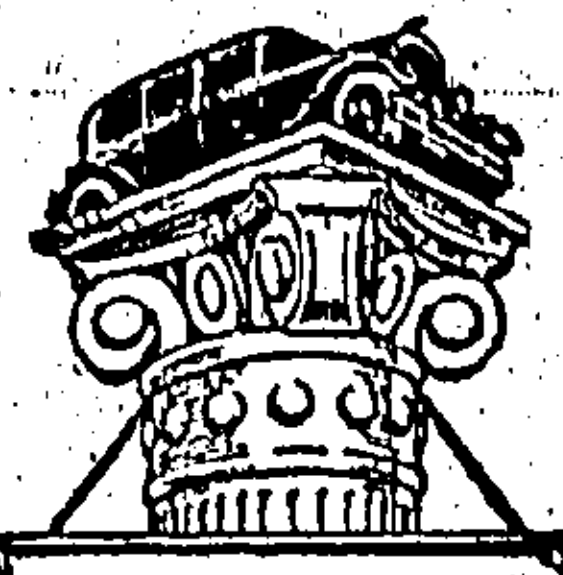
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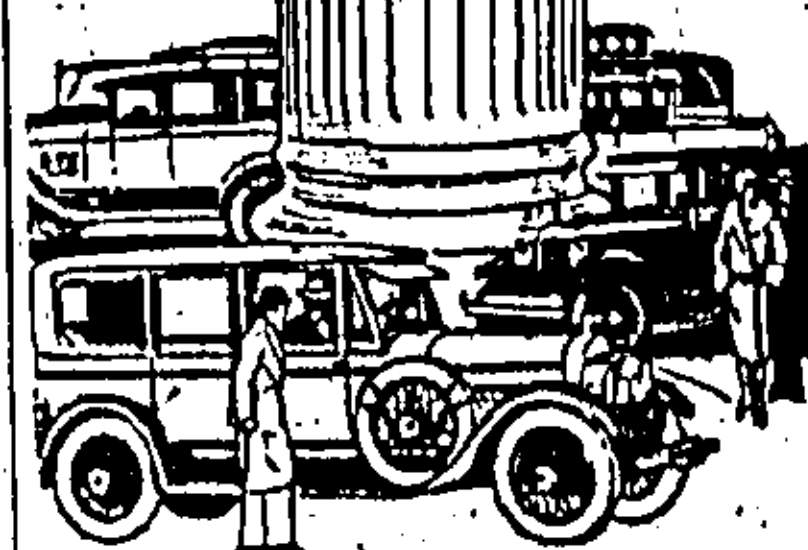
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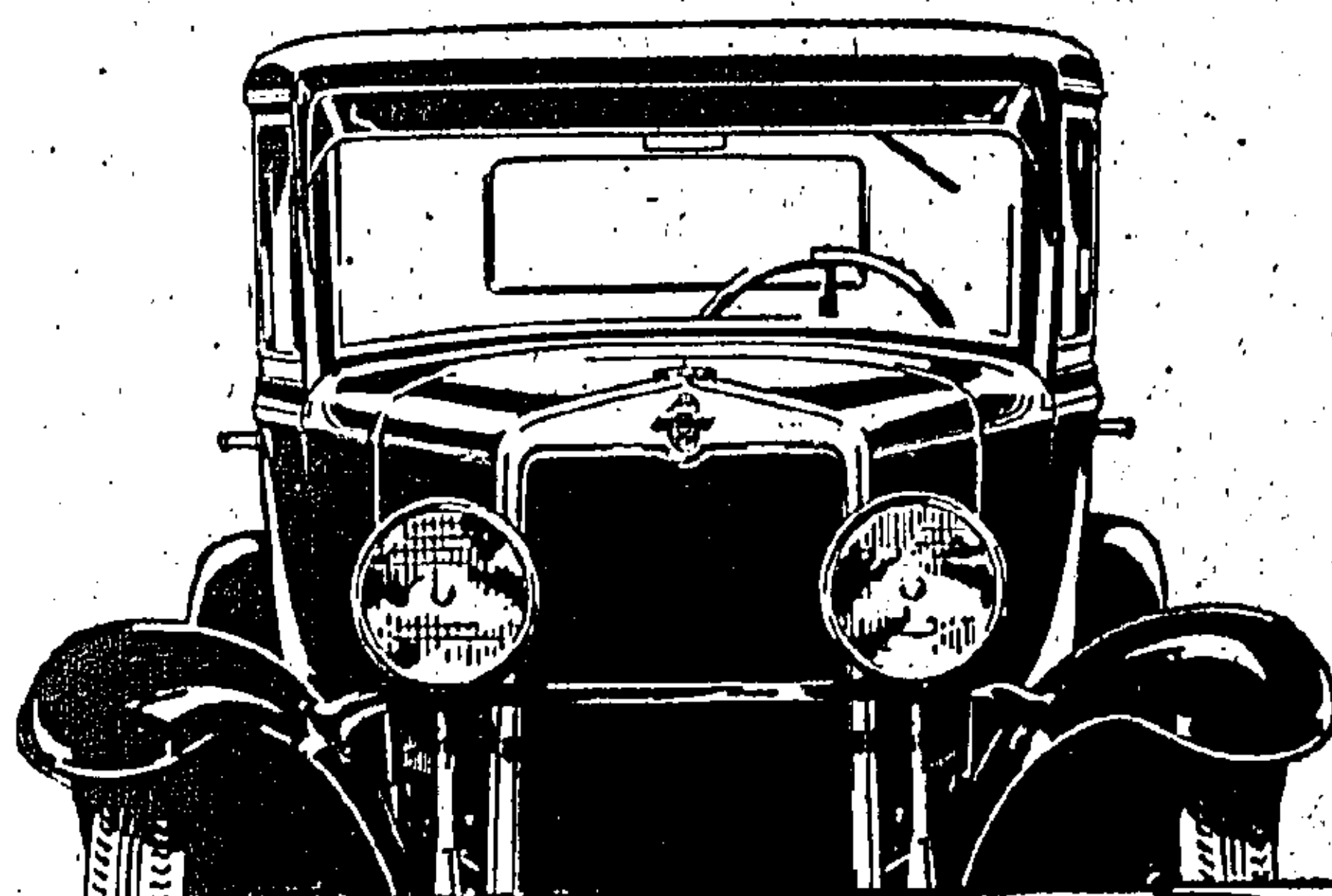
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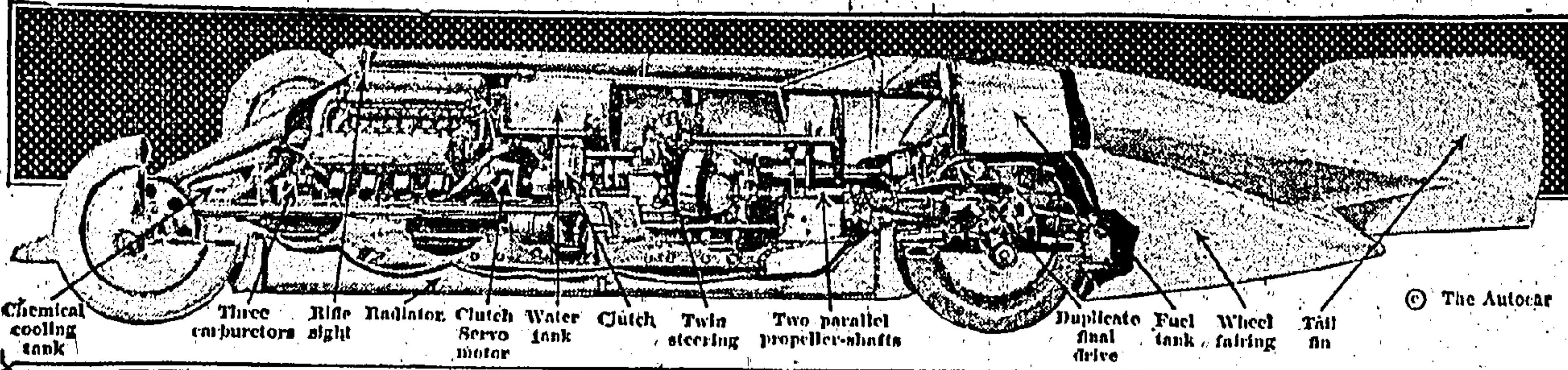
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DESCRIPTIVE REPORT OF MAJOR SEGRAVE'S FAMOUS "GOLDEN ARROW."



The cut-away sketch of Major H. O. Segrave's "Golden Arrow" shows how this unique racer was built to set a new speed record at Daytona Beach.

This special article was written by Israel Klein a few days before Major Segrave established his wonderful speed record.

When Major H. O. D. Segrave steps into his "Golden Arrow" at Daytona Beach, Fla., some time in March, he will attempt to score a new speed record at the cost of a \$90,000 chassis, months of intensive research by contributing engineers and a bundle of nerves. It will be his first experience at the wheel of this remarkable speed creation, yet this will last only a minute or two. Once down the course, then back, and the car's usefulness will be spent. The motor will need overhauling, the tyres will be worn down to the fabric, perhaps the entire chassis may have to be tightened up and balanced if it is to be used again.

That will be the price for the attempt to exceed the present speed record of 207.56 miles an hour established last year by Ray Keech in J. M. White's Liberty-engineered Triplex. If he succeeds, the world's auto speed record goes back to Great Britain.

The car which Major Segrave has brought over from England to wrest this record from America has been built only for this purpose. It is impracticable, unwieldy, grotesque and highly dangerous in the hands of anyone except Major Segrave himself.

Built for Segrave Only.

In fact the body has been built for him alone. Broad-shouldered

and taller than the average, he has actually been fitted into the seat to make his short stay at the wheel as comfortable and secure as possible.

Every part of the car has been designed for speed. Every contributing manufacturer has created a special product which he knows would be impractical for any other use.

Their co-operation has resulted in an automobile that will remain a phenomenon in automotive engineering.

It includes phases of automotive construction that have never before been tried. Such as:

1. A triple-block motor of 12 cylinders operating from a single crankshaft.

Motor Operates Clutch.

2. Indirect clutch operation by means of a vacuum servo motor, similar to that used for braking.

3. A special auxiliary cooling system by chemicals producing intense cold.

4. Double transmission through two parallel propeller shafts and double differential.

5. Long aircraft radiators consisting of corrugated tanks rather than pipes.

6. Armoured steel bulkhead to protect the driver.

7. Stream-lining at its maximum efficiency, so that this huge car will present only 12 square feet of frontal surface to the wind.

Huge Strain on Tyres

Along with these outstanding peculiarities of the "Golden Arrow" are some of its parts that have been "pointed" only for this run. Such are the thin-tread tyres tested at 200 revolutions a minute so they will withstand the tremendous centrifugal force created at this speed; sturdy springs made in two quarters; enormous shock absorbers; a complicated steering gear system controlling each front wheel independently; three special carburetors obviating use of a supercharger, and a rifle sight system to help the driver direct the car along its proper course.

To assure most efficient operation, the motor is fed with high test etherized fuel and is lubricated with chemically pure castor oil.

The entire body has airplane features to resist wind pressure and keep it balanced—tail fin, stabilizing planes in front and back, pointed triple-sleeved hood closely fitted over each engine block, and pointed tailpieces behind the rear wheels.

These features will aid the 980 horsepower Napier engine to bring the "Golden Arrow" to a maximum speed of 246 miles an hour, say its designers. In order to keep to the ground, the car has been built extremely low, long and wide and weighs 500 pounds.

Aimed Like a Rifle.

So fast will this racer go, especially within the mile posts at which it will be clocked, that Major Segrave will have to aim it through the rifle sights put on the car for this purpose at targets set up along the course.

At first speed he will attain a speed of 81 miles an hour. At second he will go 166 miles an hour and in high the maximum will be 246 miles an hour. At the highest speed it will take him 5 seconds to cross the designated mile over which he is timed. But he will have to take at least a ten-mile start to attain that speed and it would take him another five miles to stop. If he tried to stop in a shorter distance he would burn out his brakes, or skid to his death.

Major Segrave won't attempt to go over 100 miles an hour in his preliminary trials, or he might burn up the tyres before the official attempt is made. Even then he might make only one or two preliminary runs and be ready for the test.

Once down the bench, which extends for 23 miles in a straight course 600 feet wide at low tide, then back again to strike an average, and he will be through.

CHEAPEST EIGHT.

Amongst the new cars to be produced in the U.S.A. this year will be the Roosevelt, an eight-cylinder car at the lowest price yet announced for an eight.

The name of the manufacturer has not been disclosed, but it is announced that the American price will be less than £200.

R-R-REVENGE.

Acid Thrown on Car.

MODERN METHODS.

"You hit me, and I'll kick your dog," was the current threat of the last decade. But, to modernise revenge, attention is now turned to the equally unoffending car.

This is shown by the charge of "malicious destruction of an automobile" brought against a citizen of Marysville (U.S.A.) recently.

Seeking revenge upon the owner of a garage whom, he alleged, had ruined his car, the citizen committed a malicious attack upon the garage man's sedan.

He is said to have entered the garage at night and poured sulphuric acid over the sides, top and both ends of the car.

ESSEX CARS

ALL MODELS IN STOCK

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37, Connaught Rd. C.

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GLOVES AND
MUFFLERS

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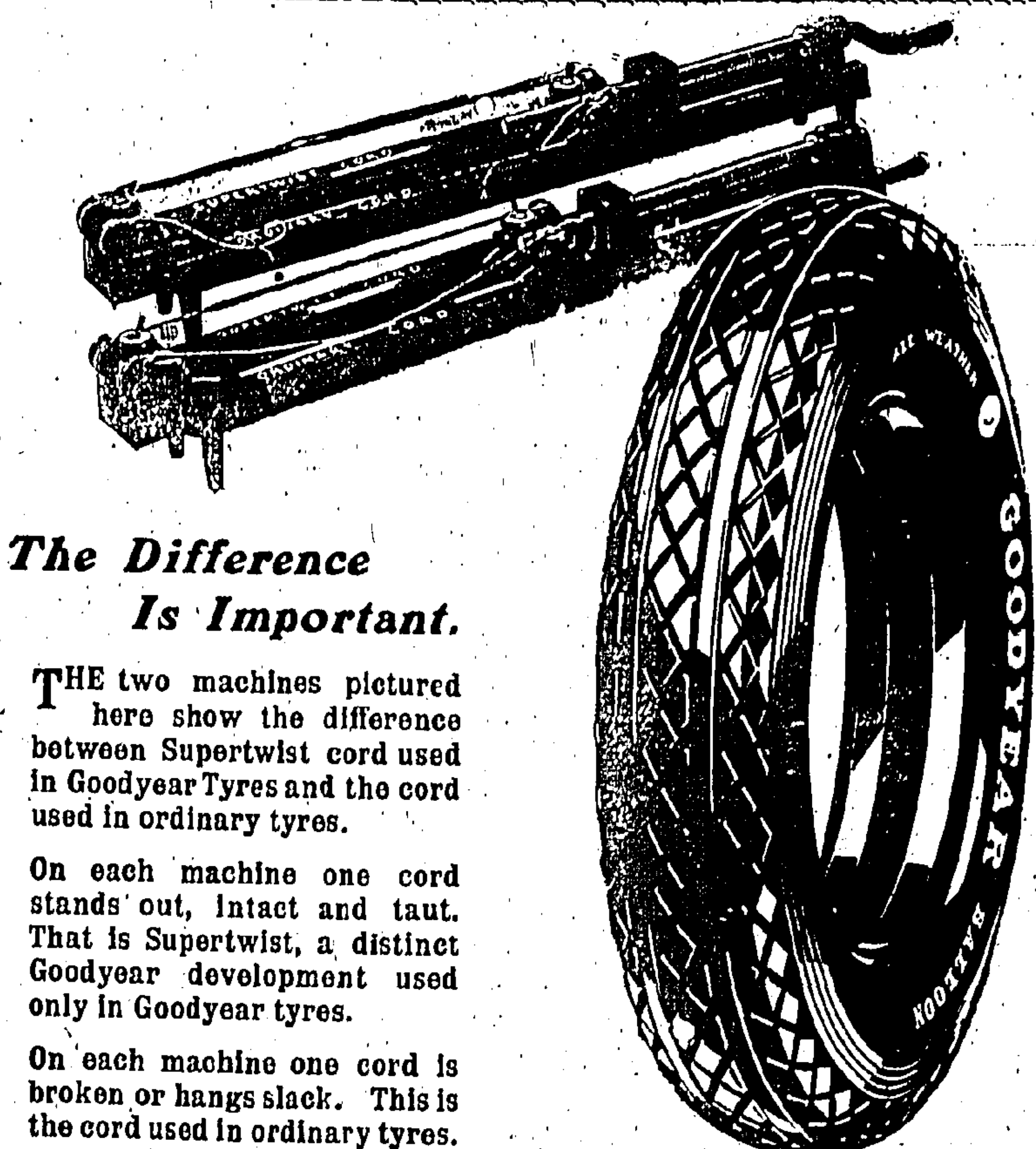


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Reliable Drivers Supplied
Free Mechanical Advice
Associate Membership of the
R. A. C. and A. A. London.

C. P. MARCEL
Hon. Secretary.

O/o "Hongkong Telegraph"



The Difference Is Important.

THE two machines pictured here show the difference between Supertwist cord used in Goodyear Tyres and the cord used in ordinary tyres.

On each machine one cord stands out, intact and taut. That is Supertwist, a distinct Goodyear development used only in Goodyear tyres.

On each machine one cord is broken or hangs slack. This is the cord used in ordinary tyres.

On one machine Supertwist and an ordinary cord were stretched equally. Supertwist held firm—the ordinary cord broke. On the other, when the tension was relaxed, the Supertwist sprang back, like a rubber band, to its original measure. But the ordinary cord was left limp and distended.

The elasticity and durability of Supertwist cord in Goodyear tyres have reduced blowouts and similar troubles to the vanishing point.

Supertwist is one of the reasons why the present Goodyear Balloon with the tractive All-Weather Tread is called "Goodyear's Greatest Tyre."

GOODYEAR

DISTRIBUTORS

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PRINCE'S BUILDING, HONGKONG.

NOTHING BETTER THAN

BROCKWAY

Six Cylinder Engines—Four Wheel Brakes—Fully Equipped—
A Modern Truck of Advanced Design—Superior in Performance

THE TRUCK WITH SPEED, POWER AND ENDURANCE.

Unmatched in appearance and performance—the best light truck transportation obtainable. All of these factors, combined with rugged endurance, give to the commercial world the finest BROCKWAY ever built.

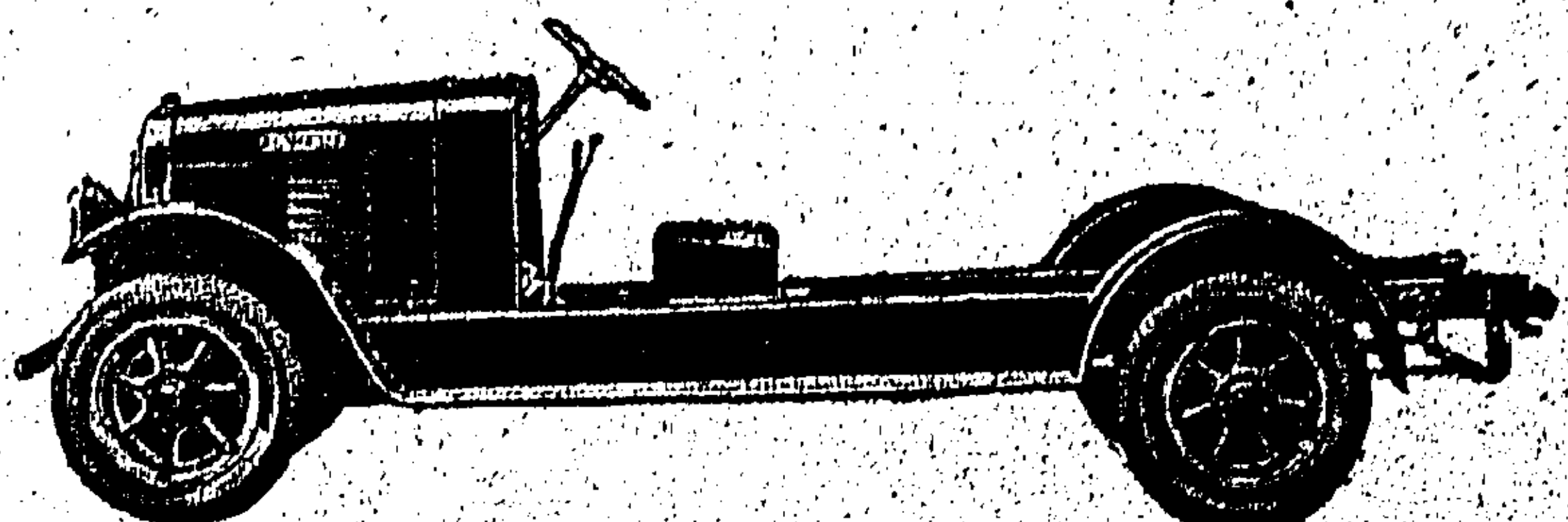
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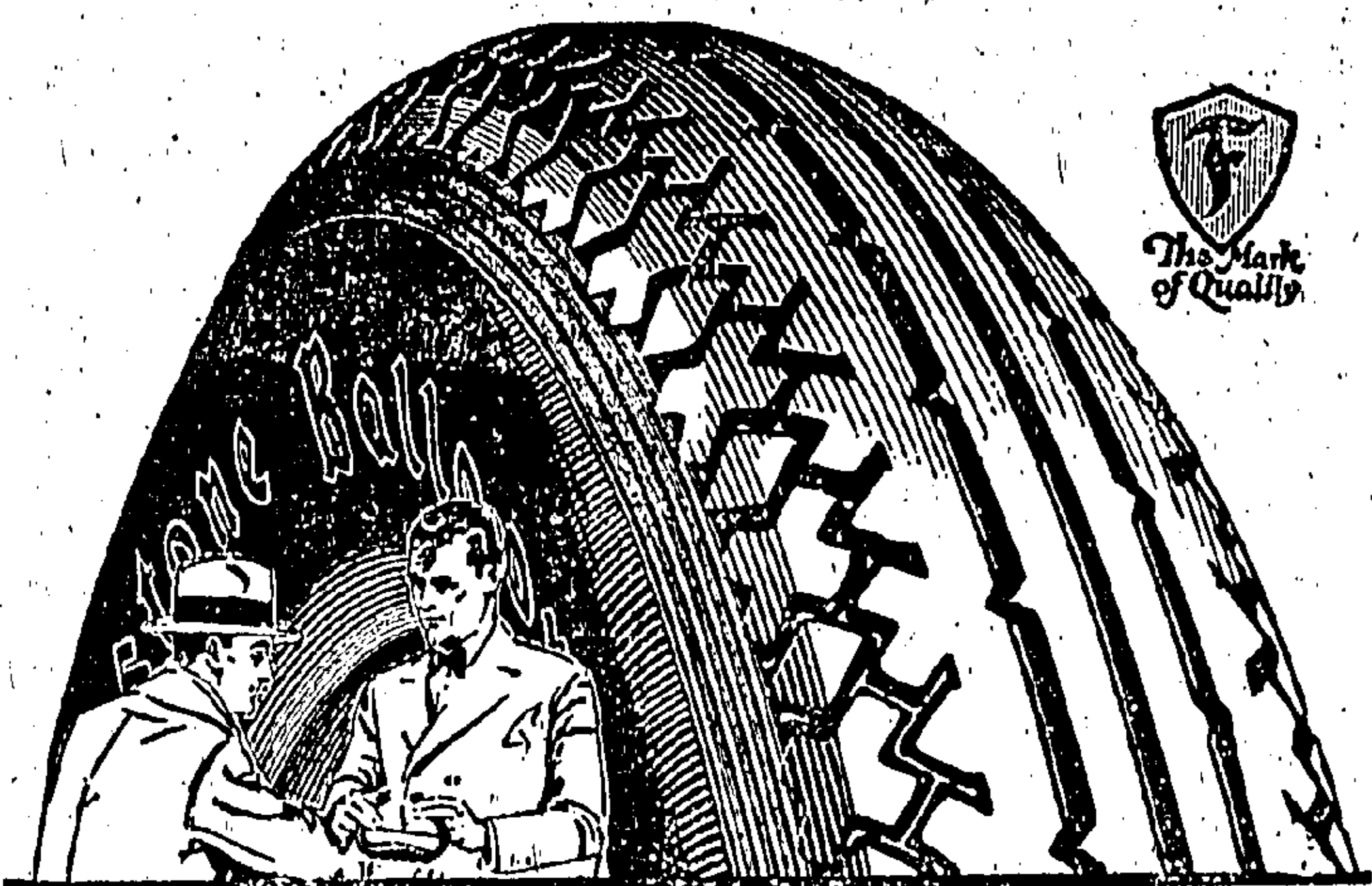
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LET THE
BROCKWAY SOLVE
THAT
TRANSPORTATION
PROBLEM!





Let Us Tell You About This Scientifically Designed BALLOON TYRE

There are scientific reasons for every angle, rib and groove of the Firestone Balloon Trend. Safety notches and non-skid studs; mileage ribs for long wear; grooves and channels for uniform flexing, insuring true low-pressure riding comfort. To prove extra strength and endurance to withstand the terrific flexing of this scientifically designed Balloon Tyre Trend, Firestone dips the cords of the carcass in a rubber solution saturating and insulating every fibre of every cord with rubber. We will save you money by fitting your car with these better tyres.

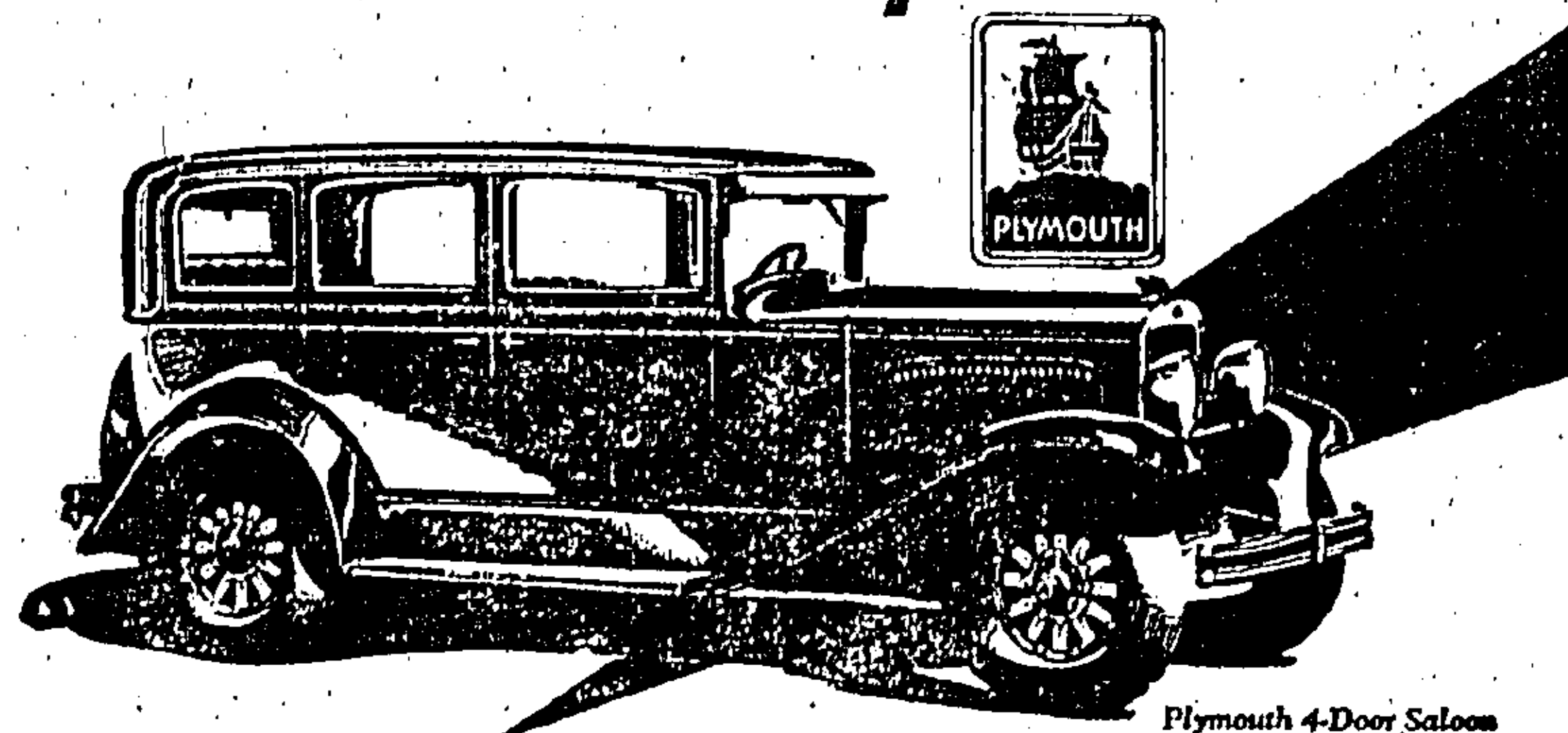
MOST MILES PER DOLLAR.

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GUM-DIPPED BALLOON TYRES

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.
33 WONG NEI CHUNG ROAD, ... HAPPY VALLEY.

The Only FULL-SIZED CAR in the lowest-priced field



In sharp contrast with the few other cars of its price group the new Chrysler-built Plymouth offers full-sized bodies, deep, luxurious upholstery with ample room for adult passengers.

The new Plymouth offers also in beauty and original style, in speed, power, quiet and smoothness—the quality you could get heretofore only for far more.

It gives you the utmost in safety, because of internal-expanding hydraulic 4-wheel brakes, positive in any weather.

Examine, point for point, the features which place Plymouth foremost in its field. Then drive it—and you will know why scores of thousands today enthusiastically acclaim Plymouth the greatest value in the lowest-priced field.

PLYMOUTH

SOLE AGENTS—
The Republic Motor Co. of China.
(Successors A. LUNG & Co. Auto Department.)
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NASH SUCCESS.

World-wide Tributes.

THE NEW "400."

Kenosha, Wis., Feb. 16th.—Letters and telegrams of congratulation, and personal remembrances came to Charles W. Nash from all points of the compass, recently, when he rounded out his sixty-fifth year of active service to a busy world. But, delighted as this robust and kindly leader of America industry was with these tokens of personal esteem, they were totally eclipsed by an official business tribute which arrived at about the same time and which brought with it proof of his great industrial success.

It came in the form of an official report from the highest tribunal of the American automobile industry, revealing that The Nash Motors Company has risen from ninth to fourth place among national automobile manufacturers, not including Ford, in the last six months of 1928, and since the bringing out of its new "400" Series cars.

These official statistics, covering the automobile year which runs from July to July, are based on the dollars and cents business done by the various companies.

In this instance, they show that for the first six months of the official fiscal year, (July 1st, 1928 to January 1st, 1929) the universal and enthusiastic demand for the new Nash "400" Series cars has given Nash fourth position in the world's greatest industry and has brought about that dramatic climb from a place ninth in the American list a year ago.

The announcement serves to back officially the great individual sales record which sent Nash to first sales place among all six cylinder cars in Greater New York for the entire year of 1928 and second only to Chevrolet in this highly competitive district.

And in foreign markets of the world Nash success has kept pace as is attested by the following 1928 compilations:

In Hungary Nash was 4th of all imported cars for the entire year; Nash was first for October and November in Prague; 2nd in Stockholm in November; and also in 2nd place in November at the Balearic Islands.

In a number of additional important sales centres, Nash led all the sixes in the December sales and in several reached second position among cars. Nash popularity has gone soaring in all parts of the world.

"I am not interested in creating great manufacturing volume records for the sake of the records themselves," Mr. Nash said today in commenting on the national report, "the gratification lies in the fact that these records come as a result of merit in the Nash product. The Nash Motors Company never has and never will push through great volumes of cars and force them on dealers in order to show high figures. But I am interested in success for the entire Nash family—factory workers, distributors, dealers, salesmen and everyone identified with our organization—and in serving the automobile public in the best possible manner.

"This record spells the biggest success so far attained by the Nash organization. It also indicates public recognition of the quality in this '400' Series car, which I know to be the nearest one-hundred percent automobile that has ever been built.

"In these new type automobiles, we have given motorists our supreme effort toward motor car perfection at moderate cost. Naturally, it is a great personal gratification to me to have this proof of the American public's appreciation and support."

WAS IT NECESSARY?

After remonstrating with a lady motorist for infringing civic by-laws, and giving her hints on driving, a traffic policeman in Huddersfield (England) discovered that the lady was Miss Violette Cordery, the world-famous motorist.

NOTICE

TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

The
Choice
of the—

G. W. R.
L. N. E. R.
and
SOUTHERN RAILWAY
for their new
RAIL-ROAD SERVICES

THORNYCROFT

SIX-CYLINDERED
COACHES & OMNIBUSES

Preferred by experienced users!

Further particulars of our Lorries, Vans, etc., for 1½ to 7 tons, and Coaches or Omnibuses for 20 to 45 passengers forwarded on request to:—

JOHN I. THORNYCROFT & CO., LIMITED.

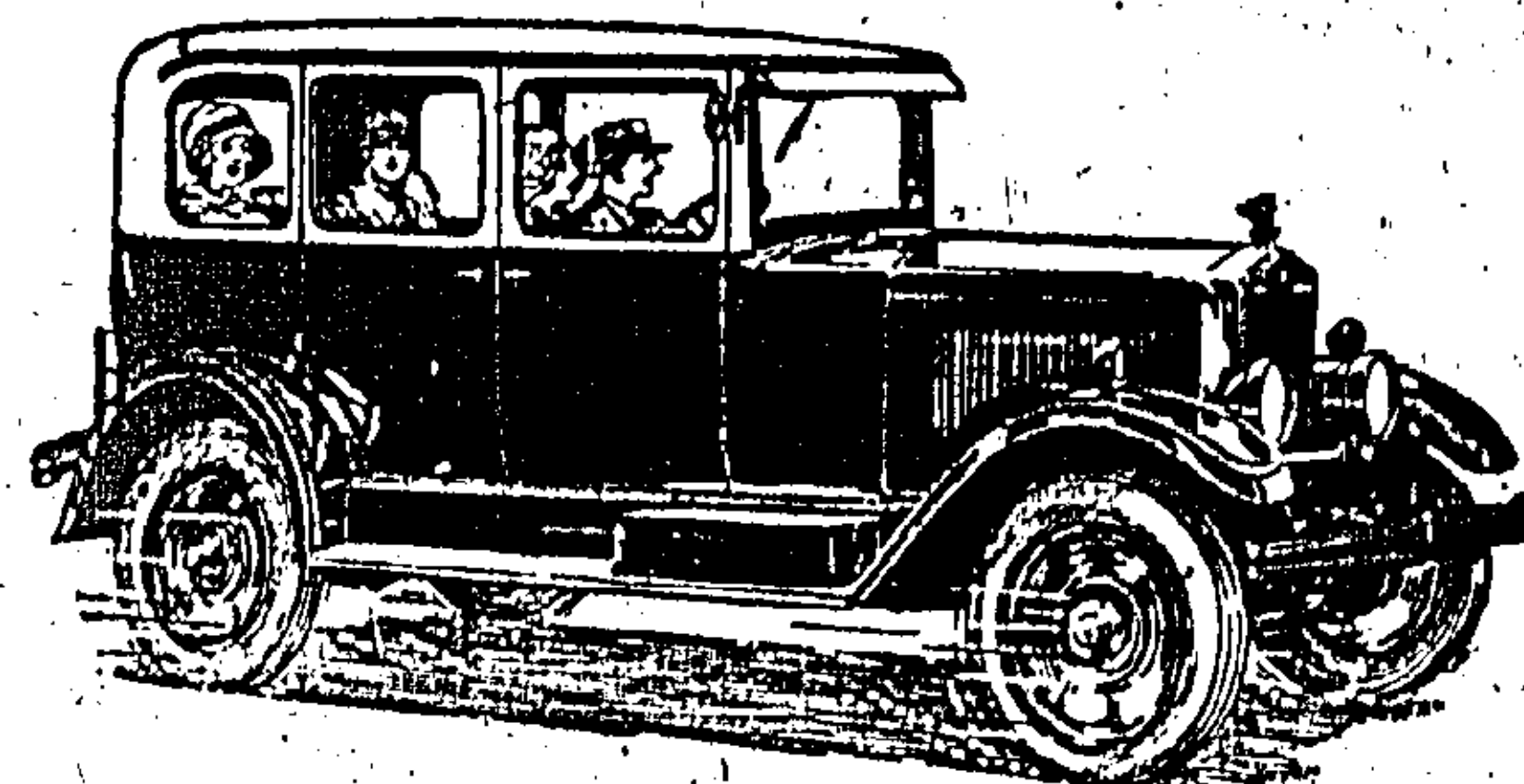
UNION BUILDING.....HONGKONG
FIFTH.....FLOOR.

Write us and our representative will call.

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DEAL DIRECT.

Built well—
and wisely



IT is not enough to build well—we must build wisely. So Morris studied conditions.

Morris built a bigger car, with high clearance for the road that dwindled to a trail. Sturdy suspension, deep springing on a 56 in. wheel track to ride where there was no road at all. A higher-powered engine to climb gradients more fit for mules than motors, each detail of its design to ensure a smooth, high output of power in all conditions of climate. Above all, a job that, from wheel to wheel, would be so reliable, so trustworthy, that your mind would be easy a thousand miles from a garage.

This is the car that Morris, Europe's greatest automobile producers, have built for you. A universal car that has earned universal confidence.

Prices... Full Five-seater Tourer Full Five-seater Saloon

MORRIS AFTER-SALES SERVICE IS WORLD-FAMED AND PRICES OF SPARE PARTS ARE FIXED BY THE FACTORY

Ask your Morris Dealer for full details

MORRIS

MORRIS MOTORS (1926) LIMITED
COWLEY - OXFORD - ENGLAND

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4756.

LOST PLANE FOUND OFF DUTCH COAST.

PRACTICE FLIGHT ENDS 150
MILES AWAY!

PILOT MISSING.

London, Mar. 11.
A light plane which ascended from Huccanall Aerodrome, Nottingham, on Saturday for a short practice flight has been picked up in the North Sea off the Dutch coast—150 miles from its starting point.

The pilot, Mr. A. C. Peacey, of Derby, was missing. When he ascended, Mr. Peacey was told not to leave the vicinity of the Aerodrome. How he came to be over the North Sea is unknown.

The wreckage of the aeroplane was brought into Hull yesterday by a German steamer.

Told not to Leave.

The first episode of this air and sea mystery began just after Mr. Peacey had made a test flight, lasting about half an hour, with the Nottingham Aero Club's instructor, Mr. K. K. Brown.

Mr. Peacey decided to ascend again alone to practice landing. He was told not to leave the vicinity of the aerodrome, and not to retain the machine for long, as it was wanted by another member of the club.

Mr. Peacey made two successful landings, and then flew off in the direction of Nottingham. He had sufficient petrol for a flight of about 2½ hours.

Officials' Alarm.

An hour and a quarter passed and, as there was no sign of his reappearance, club officials became anxious and communicated with other aerodromes, the Air Ministry and the police.

No trace of the machine could, however, be found, and no solution of the "plane's disappearance" was forthcoming till yesterday.

Then the German steamer Margot (632 tons) arrived at Hull from Harlingen (Holland) with the wreckage of the "plane" on board.

She reported that on Saturday afternoon, when about 60 miles west of the island of Texel, off the Dutch coast, the look-out saw wreckage floating on the water.

When the Margot approached, she found the wreckage to be that of the missing aeroplane.

The sea was calm and there was petrol in the tank, but there was no sign of the pilot.

The wreckage was hoisted on board, and the voyage continued.

Experienced Flier.

Mr. Peacey, a married man with one child, lived in St. Thomas's street, Derby.

He was an ex-officer of the Royal Air Force with about 800 hours' flying experience, and was about to qualify for his civilian pilot's license.

THE WRITER'S ART.

(Continued from Page 8.)

tensity and beauty never to be forgotten, and this effect it could not have won but for the perfect unity of its subject-matter, the fine proportions in which movement and passion, in all their fervour, are subtly and harmoniously combined.

In the same manner, through the organic continuity of them, Mrs. Woolf leaves the reader of "Orlando" satisfied at the end. The imagination which has conceived a gifted person and her ancestors as a single personality living on young and vivid, through the centuries, could never have gratified the aesthetic sense as it does but for the author's power of welling so many parts into a whole. And why is it that we are beginning to recognize that Thomas Hardy stands high when other Victorian novelists are falling off in our esteem? There are many reasons, no doubt, but one is that he was a master in the handling of plot. And our chief complaint against him is just in respect of one element in which his plots were defective, that he left too much to his belief in a ruthless fate.

In many books we may be delighted, at this point and that, by passages of description, or intellectually impressed by thought, or moved, here and there, as by a piece of lyrical poetry. But the novelist who would leave us with the sense of something added to the harmony and beauty of human experience can achieve it only by an excellent plot, or a well-proportioned theme.—R. A. S.-J. in the Christian Science Monitor.

What is claimed to be a record passage from England to New Zealand, has been made by the motor vessel Zealandic, which made the voyage from Falmouth to Bluff in 82 days 13 hours.

WELLINGTON'S DUEL.

AN INCIDENT OF CATHOLIC
EMANCIPATION.

On March 21, 1929, the London world was stirred to its depths by the astonishing news that, at eight o'clock that morning, the Duke of Wellington—then Prime Minister—had fought a duel with Lord Winchelsea.

The Catholic Relief Bill, introduced by Peel a fortnight before, was having a stormy passage. The Duke was determined to see the business through, and the Tory Party as a whole was prepared to follow its idol to the most distasteful lengths. But there was a good deal of sullen dissent, and some open rebellion, which found a more than adequate mouthpiece in the Earl of Winchelsea. This young Peer—he was then only thirty-eight—was a descendant of the great Mansfield. His character, however, furnished little evidence of this ancestry, for he had neither wisdom nor timidity in his composition. Intemperate and utterly sincere, he had been a formidable thorn in the Duke's side from the moment Protestant principles seemed to be in danger; and when there was no longer any question of the Duke's intentions, Winchelsea's outraged conscience boiled over.

Deliberately and ostentatiously he proceeded to withdraw his name from the list of subscribers to that favourite child of the Establishment in London, the building of King's College; and simultaneously wrote to the newspapers explaining why he had done so, the reason given being that the Duke was also a supporter—that Duke who "under the cloak of some coloured show of zeal for the Protestant religion, carries on an insidious design for the infringement of our liberties and the introduction of Popery into every department of the State."

As far as the London world could see, Wellington took it mildly. "The wisest thing Winchelsea ever did," he told Greyille. "He's got his money back. I wish I could find some such pretext to get back mine!"

But the Duke was a difficult man to pump; Greyille was completely deceived; and, in fact, only four people in London, including the Duke himself, knew that he had already demanded an apology, and was preparing to carry the matter to its uttermost extremity if the negotiations between himself and Winchelsea broke down. In a few days the negotiations did break down. An apology was refused, and the uttermost extremity became inevitable. The curious passers-by, pausing to watch the four cloaked figures on Battersea Fields next morning, would have been amazed to learn that one of them was the Prime Minister of England.

The Duke fired first and missed—whether intentionally or not seems uncertain. Winchelsea thereupon emptied his pistol into the air. The duel was over.

Immediately, a paper containing a written apology was produced; but the Duke shook his head; it wouldn't do—it lacked the essential word—"apology." "We are not come to quibble about words," said Lord Winchelsea's second. The necessary addition was quickly made, and the Duke was satisfied. He mounted his horse, touched his hat, and with a cool "Good morning, my lords," rode away.

The London world took the incident in various ways—Mrs. Arbuthnot serenely, Lady Jersey in a sort of mild hysteria, the King with entire approval. Sensible men remonstrated with the Duke—a man in his position, notwithstanding the precedent of Pitt, ought not to have exposed himself—and so on. He met every view of the question with the same grave simplicity:—"I could not have done otherwise, could I?"

LEE STACK INDEMNITY.

£500,000 FUND FOR HEALTH
AND EDUCATION IN THE
SUDAN.

The report of the supervisory committee appointed by the Sudan Government to administer the fund composed of the indemnity of £500,000 imposed by the British Government on the Egyptian Government as one of the penalties for the murder in Cairo in 1925 of Sir Lee Stack, Governor-General of the Sudan and Sirdar of the Egyptian Army, is published for 1927. It shows that the money is being devoted to the improvement of the Sudan in respect of health and education.

A medical laboratory is being built, and a travelling railway laboratory is already in use. Dispensaries have been erected and sums allotted for various hospitals, and new buildings for lepers have been built and opened at Omdurman.

Funds have been furnished for building schools and headquarters for teaching staffs, and to provide a library and museum at Khartoum. Almshouses for the blind and indigent have been constructed at Omdurman.

THE LEUNG KWONG COLLISION.

PROVISIONAL DATES FOR
PILOT'S TRIAL.

LENGTHY HEARING.

Provisional dates have been fixed for the hearing of the charge of manslaughter against Lo Tai, pilot of the s.s. Anjou, who was again before Mr. T. S. Whyte Smith at the Kowloon Magistracy this morning on an indictment alleging that he caused the death of F. E. A. Martin and others on board the s.s. Leung Kwong which collided with the Moonshine in the Capsicum Pass in May, 1927.

Sub-Inspector Andrew applied, on behalf of the Assistant Crown Solicitor, Mr. L. R. Andrews, for the hearing to be fixed for Friday.

GOING ON LEAVE.



H.E. Senhor Tanaguni de Sousa Barbosa, Governor of Macao, who is proceeding on Home leave to-morrow. He is being entertained at a reception at the Club Lusitano this afternoon.

April 12, or, should that date not be convenient to his Worship, to remand the defendant formally for another week.

His Worship replied that he had another case for Friday and would grant a week's remand.

Sub-Inspector Andrew asked that provisional dates be fixed.

His Worship:—How long will it take?

Sub-Inspector Andrew:—It shouldn't take long. Probably four or five afternoons.

His Worship:—As many as that?

His Worship remarked that he was booked up till Thursday the 18th but would fix Friday the 19th, Tuesday the 23rd and Wednesday the 24th.

In the meantime the defendant was remanded formally for one week.

YOUNG SOLDIER ELECTROCUTED.

TOUCHED A CABLE WHILE
WINDOW CLEANING.

An 18-year-old soldier, Private Harold Brown, King's Shropshire Light Infantry, was electrocuted while cleaning a window at the officers' mess at Aldershot on March 12.

As he was reaching from a high abutment at the top of a building, one of his hands came into con-

tact with the cable which supplies the electric lighting.

A sergeant inside saw what had happened and as he pushed the window up he heard Brown shout, "Catch me quickly. I am electrocuted." Before assistance could reach him Brown fell dead on the coping.

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A WIFE AT BRIDGE.

NOVEL DIVORCE ACTION IN
BUDAPEST.

A divorce case based on the grounds of excessive bridge-playing has come before the Budapest Tribunal.

A certain Mr. and Mrs. K. R. were well known in society as expert bridge players, and were invariably placed at the same table by their hosts until the advent of a certain Mr. G. B., who turned out to be an even finer player than the K. R.s. The table partnership of Mrs. K. R. and Mr. G. B. became so usual in the circles in which they moved that their hosts and hostesses began to invite them together at the expense of Mr. K. R. Gossip aroused the jealousy of Mr. K. R., who forbade his wife to play bridge in society with Mr. G. B. The lady's passion for bridge, however, was so great that she continued to play with her partner in the public bridge salons, and when she was discovered one evening by her husband a scene was made, which resulted in his filing a petition for divorce.

The judge in the case has postponed the trial, declaring that as he himself is not yet a bridge player, he is not in a position to judge whether excessive bridge playing is a violation of the matrimonial duties of a wife or not.

CORONER BLAMES GIRL DRIVER.

AIREDALE BY HER SIDE.

It was stated at a Denford inquest, that Jane Manning, aged 73, of Ringstead-road, Catford, S.E., had just left the post office at Rushley Green, Catford, on Friday, after drawing her old age pension, when she was knocked down by a motor-car driven by a girl, who had a dog beside her.

The jury returned a verdict of "Accidental causes," and added a rider that the driver of the car, Ada Mary Thompson, aged 21, of Plough-lane, Wallington, Surrey, should have exercised more reasonable care.

The Coroner (Dr. W. H. Whitehouse), said he understood that Mrs. Thompson had an Airedale dog on her near side, which he considered was very wrong for a motorist. He also felt sure that she had lost her head in the emergency.

Miss Thompson said she was driving at ten or twelve miles an hour. She saw the old woman crossing the road and sounded her horn. The woman, however, was looking into her purse apparently counting money and took no notice. She (the witness) could not draw to the near side to pass behind her as she would most likely have killed or injured about ten people in doing so.

George Arthur Jarrold said that the car in his opinion was travelling at nearly 35 miles an hour, and the old woman was about sixty yards ahead when she first stepped off the kerb.

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The Very Idea!

Seven hundred guests recently partook of a wedding-breakfast at Mezoant Boshad, in Hungary, when the son of the district judge married the daughter of a rich peasant farmer, says Reuter's Vienna correspondent.

The feasting lasted continuously for three days, during which time five pigs, 200 fat ducks, 600 head of other poultry, 400 fish, 2,000 eggs, and dew of flour were consumed. Four gipsy orchestras played for forty-eight hours.

A Budapest restaurant proprietor, Matthias Woldhut, hit on an original idea to celebrate the twenty-fifth anniversary of the opening of his restaurant. He announced that on that day the prices of meals would be the same as twenty-five years ago.

The bill of fare showed:
Soup, 1d.
Boiled beef, with horseradish, 6d.
Roast veal, with rice, 8d.
Baked carp, 4d.
Roast pork and cabbage, 8d.
Beer, 3d a pint.

At eleven o'clock in the morning every seat in the restaurant was occupied, and at noon it was necessary to summon the police to prevent a further inroad of customers.

The publication of schoolboy "howlers" invariably causes amusement to the general reader and to public school men in particular. In the last issue of "Oversens" there appears a number of schoolgirl "howlers," which have been assembled by a writer under the initials of "F.C.Y." Here are some of them:—The masculine of vixen is vixen; a fissure is a man who sells fish; Mussolini is a kind of cloth; a person who looks on the bright side of things is called an optimist, but a pianist looks on the dark side. In one examination a sweet young girl was asked, "What is an herbaceous border?" She replied: "An herbaceous border is one who will not eat meat." An Australian girl was invited by the examiner to add an adjective to each noun in the following sentence. She disposed of the difficulty thus: "The adjective man gave his adjective horse an adjective drink." Precisely!

Clerk at Kingston:—Did you go to this place alone. Man—No, sir, I was in a car.

Tottenham mother:—My son has no wings, but I know he never missed church.

Glasgow woman:—My husband reckons he knows everything. He's a regular encyclopedia—I don't think.

Evidence at Penge in a motor car case—I did not see the car coming. It came from nowhere at umpteen miles an hour.

Man at Glasgow:—I've been in business for ten years and I've never made a halfpenny of profit. How's that for luck?

[The return of the "bustle" is mentioned by a fashion writer as indicating a new "feminisation" of women's dress.]

Dearest, though I (mere man!) might roar
My approbation
Of Modes recalling days before
Emancipation,
It somehow seems but yesterday

That first you had
That urge to share man's work
and play
More lightly clad!
Surely, since in your new-found hustle
Such joy you find, you
Will not be keen to put the
bustle
So soon—behind you?

When the speaker had proved to his own satisfaction that England was just about as bad as it would be, a grimaced man arose.

"What you seem to want, friend, is a place where every one has to be good by law."

"That's it," agreed the reformer. "Where smoking is not allowed and such a thing as drink is unknown. Where no one need worry about food and clothes. Where every one has to go to church, and keep regular hours." "Oh, to find such a place," said the improver of mankind. "Easily found," replied the grim man "I've just done twelve months in one."

"I see you have two wireless sets. Your husband must be very enthusiastic."

"Yes, it's his enthusiasm that is the trouble. We have been forced to have this two sets—one for the family to listen-in with, so that he may have the other to tinker with."

Among the passengers sailing for London to-day on the s.s. Hakusan Maru is Mr. A. S. Abbott, manager of Messrs. Kelly and Walsh, Ltd. During his absence Mr. S. O. Gregory will be in charge.

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 Booking at Moutrie's and Star.
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NAVY SAILING RACE.

FLAG SHIP WINS CUP GIVEN BY LADY TYRWHITT.

Sailing conditions were much better yesterday when midshipmen from warships in harbour competed for a silver cup presented by Lady Tyrwhitt, wife of Sir Reginald Y. Tyrwhitt, Bt., K.C.B., D.S.O., D.C.L., formerly the Commander-in-Chief of the China Station.

The first six boats to cross the finishing line were as follows:

1. H.M.S. Kent's galleon. Time 1 hr. 47 1/2 mins.
2. H.M.S. Suffolk's 1st cutter. Time 2 hrs. 1 min. 26 secs.
3. H.M.S. Suffolk's 2nd whaler.
4. H.M.S. Suffolk's 1st whaler.
5. H.M.S. Suffolk's 2nd cutter.
6. H.M.S. Kent's 1st whaler.

A similar race was held on Thursday for a cup presented by Sir Reginald Tyrwhitt for senior officers, the Titania obtaining first and third places and the Berwick second place.

When the sailing race started there was a fresh breeze which enabled the competing boats to make good headway over the triangular course which started from the Tamar; from there south of Nos. 7 and 8 buoys, to buoy 56, onwards to East Rock buoy and back to the starting point.

During the course of the race one of the boats came to grief, colliding with a junk and, it is believed, straining a plank causing a leak. No one was injured, however, and the boat returned safely to the Naval Yard.

Entries were sent from H.M.S. Kent, H.M.S. Suffolk, H.M.S. Cornwall and H.M.S. Berwick, there being 20 boats competing in all.

LAWN TENNIS.

H. D. RUMJAHN TO MEET COUSIN IN SEMI-FINAL.

H. D. Rumjahn qualified to meet his cousin and doubles partner, S. A. Rumjahn, in the semi-final of the Open Championship singles by defeating Lim Peng-chin in the fourth round yesterday afternoon, the match, which was characterised by faulty play on both sides, going the full distance. On the form shown by both players, neither deserved to get as far as he did.

Rumjahn was particularly erratic in the first set, and by trying to force the play he lost valuable points. His drives were mostly hit outside or into the net, while his placing was faulty. Even in the later part of the game he failed to show anything like the form displayed in his match with M. K. Lo.

The University champion was never at the top of his form, and with the exception of a few brilliant flashes was never playing anything like championship tennis. Like his opponent he was invariably hitting wildly, putting easy shots into the net or outside the court. Both were exceedingly faulty with their services, double faults being one of the main features of a most uninteresting match.

The final score was, 1-6, 6-4, 3-6, 6-3, 6-2 in favour of Rumjahn. There was only one "Club" match, this being in the Mixed Doubles event. Lieut. and Mrs. D. Smith, whose handicap is minus 4/8, beat J. V. Parker and Miss D. Stanion (minus 2/6) in straight sets, the scores being 6-4, 6-2.

LOCAL RACING.

ENTRIES FOR THE THIRD EXTRA MEETING.

There are nine events on the programme for the third extra race meeting of the Hongkong Jockey Club to be held at Happy Valley next Saturday. The principal event is the Second Aggregate Stakes, over one mile, for which there are thirteen entries, including Christmas Chimes, the winner of the First Aggregate Stakes. The following are the entries for the non-handicap events:

April Stakes—One Mile.
 Sunshine, Duke of Normandy II, Duke of Milan, Szatmar, Rummy, Pink Pearl, Papaya, Pumpkin, The Plamigan, The Jungle Boy, Half Pint, Alderley, Inca, Heretofore, Fulso Alarm, Armony, Sopron, King's Parade, Bronze Idol, Chastleton.
Second Aggregate Stakes—One Mile.
 Monterey Bay, Duke of Chantilly, Grand Tattoo Eve, Blue World, Town Hall, San Francisco, Pickle, The Pheasant, Chesapeake Bay, Huntington, Christmas Chimes, Winsome Stag, Sunning.
D'Agular Plate—Once Round (About 7 Furlongs 55 Yards.)
 Monterey Bay, Blue Danube, The Jamaica, Sunshine, Duke of Chantilly, Buster, City Hall, Town Hall, Imperial Hall, San Francisco, The Pheasant, Monk, Chesapeake Bay, Huntington, Mount Elburz, Duke of Melrose, Young Pretender, Thunderbolt, Flying Stag, Erin's Isle, Ace of Spades, May.

Playing at King's Park yesterday afternoon the K. B. S. F. P. A. met and defeated the Hongkong Hockey Club "A" team by 6 goals to 2.

NAVAL BOXING.

AMATEUR CHAMPIONSHIP OF THE FLEET.

The Navy's interest in boxing is shown by the excellent entries for the China Fleet Amateur championship tournament, there being over sixty entrants from warships at present in harbour. The tournament has been revived after a long period and it is hoped that from now on it will become a regular event. The first round contests were held yesterday, there being two sessions at the Royal Naval Theatre on the Praya. The finals will be decided at two further sessions to be held to-day.

Competitors yesterday showed considerable keenness and while many were novices some extremely good fights were seen.

Eight of the fights in the afternoon came in the welterweight class. L. S. Bleaker (Hermes) put up a good show against A. B. Webb (Hermes). The latter placed his blows well and ran out a deserving winner, though Bleaker was not disgraced.

A. B. Turner (Hermes) and A. B. Harley (Marston) started at a terrific pace and an early knock out looked likely. Turner was given the verdict when the fight was stopped in the third round, Harley having put up a plucky show.

Stoker Harding (Suffolk) and A. B. Murray (Suffolk) were evenly matched, the contest providing little in the way of interest until the last round when both showed more enterprise in attack. The verdict went to Harding.

Two Knock Outs.

A. B. Trimmings (Hermes) got the decision over A. B. Clarke (Titania) who was disqualified in the first round.

There was little to choose between A. B. Weatherhead and Stoker Tucker, both of the Titania. Tucker showed up well in the later stages and secured the verdict in a close fight.

A. B. Newstead (Hermes) put up a game fight against Stoker Harvey (Kent). He was almost out when the gong saved him. Harvey ran out the winner, his opponent retiring in the second round.

Marine Hurst (Suffolk) had the advantage of both over A. B. Young (Titania) and proved a good winner, although his opponent did not lack pluck in attack.

Boy Fullick (Kent) knocked out A. B. Perks (Hermes) in the first round, this fight ending the welterweight preliminaries.

The Catchweights.

Hard hitting characterised the bout between A. B. Adams (Titania) and A. B. Bullen (Suffolk), the first of the catchweights. Both men took a good deal of punishment. Bullen was declared the winner of an interesting bout.

A. B. Swann (Hermes) knocked out Marine Silience (Tamar) in the second round.

The last fight of the afternoon session was between A. B. Ward (Kent) and Marine Clarke (Berwick). Ward got the decision, Clarke being disqualified.

The Evening Bout.

In the last Welterweight fight in the first round A. B. Perryman (Hermes) beat Marine McKechnie (Kent).

In the Middleweight Class, first round, Stoker Taylor (Berwick) beat A. B. Francis (Suffolk). A. B. Halcombe (Suffolk) beat E. R. Jenner (Titania). Stoker Lavender (Hermes) beat A. B. Dabbs (Hermes). Boy Boer (Cornwall) beat A. B. Bowers (Berwick).

Lightweights: Tel. Sears (Hermes) beat A. B. Brien (Suffolk). Featherweights: Boy Clarke (Suffolk) beat A. B. Cambridge (Hermes). Bantamweights: Boy Gilham (Suffolk) beat A. B. Roberts (Herald).

In the second round of the Welterweights, A. B. Turner beat A. B. Webb; A. B. Trimmings beat Stoker Harding; Stoker Harvey beat Stoker Tucker; A. B. Perks beat Marine Hurst.

Catchweights, second round: A. B. Bullen beat Marine Godden (Kent), who received a bye in the first round; A. B. Swann beat A. B. McKinnier (Hermes) who received a bye in the first round.

Middleweights, second round: Stoker Taylor beat Marine Huntley (Kent) who received a bye in the first round; A. B. Halcombe beat L. Stoker Day (Kent) who received a bye in the first round.

The ring was made and erected by the officials of the China Fleet Boxing Association, who are also responsible for the excellent arrangements that have been made.

The judges were Lieut. Comdr. Brown and Lieut. Alexander. Lieut. Dallas was the referee. Those present included Lieut. C. C. Hardy (Fleet recreation officer), Commanders H. G. Byron, Porter, Stanley and Higgins, the latter being the President of the Association, and Comdr. Phillips.

Chefoo, Apr. 5.

Li Yuan-hung's former War Minister, Wu Kwang-shin has proceeded to Japan.—Reuter.

WHEN NAVY BEAT ARMY AT RUGBY.



Above are two good snapshots of the Rugby football match at Happy Valley in which the Navy defeated the Army by 20 points to 5. The Club meet the Navy on Monday evening, when a fine tussle should be seen. (Photos: Mee Cheung).

OUR BERLIN LETTER.

ANOTHER CENTENARY CELEBRATION.

In almost all countries there are associations which cultivate international relations in the domain of archaeology.

One of the oldest of these is the German Archaeological Institute, which was founded in the year 1829 as the "Institute of Correspondence in Archaeology" and the hundredth anniversary of its foundation will be celebrated by a gala session in the German capital on the 21st April, 1929.

Leading scholars from all countries will assemble on this occasion and deliver addresses on the most important excavations of recent years. Professor Kurlandis and Professor Buecher from Athens will deal with the newest finds in Eleusis and on Samos, Makridi Bey will describe the latest interesting excavations in Istanbul and Arduino Colaninzi, the Director General of the Roman museums, will report on the archaeological treasures of his country; the activities of northern countries will be represented by addresses to the assembly by Professor Poulsen of Copenhagen on the progress of the Greco-Danish excavations in Kalymnos and by Professor Haakon Shetelig of Norway on the ornamentation of the Oseberg ship, while German scholars, among others Professor Dorpfeld of Berlin, Professor Obermaier of Madrid and Professor Junker of Vienna, will give details of the results of exploration in their special departments.

The reception of the men of learning from all countries will take place in the Pergamon Museum which will shortly house the whole of the treasures collected in the Near East in the course of the last fifty years. The inspection of the famous "Great Altar" and of the many other antique works of art dating from a period of important historical events and a description of these treasures by Professor Wiegand, the well-known Director of the State Collections of Antiquities, will be the principal item in the programme of the celebration which will last for several days. The traditional task of the hundred year old Institute—that of making known archaeological facts—will be fulfilled at the meetings of the International Congress on Excavations during the second half of April when the German capital will once again justify its reputation as a seat of international scientific research.

Death of Siegfried Ochs.

At the beginning of February the German musical world suffered the loss of one of its most important personalities through the untimely death of Professor Siegfried Ochs, who founded the famous Berlin "Philharmonic Choir" more than forty years ago and was, until quite recently, actively engaged in the State College of Music; it is less than a year since he celebrated his seventieth birthday when his vitality and vigour were remarkable. For four decades Siegfried Ochs gave the Berlin public, as well as musicians and amateurs from all parts of the world who came to

listen to the exemplary performances of his choir, an opportunity of becoming acquainted with all important choral works. His greatest achievement in this connexion was the uplifting care bestowed on the compositions of Johann Sebastian Bach, above all on that sublime work of the "master of the masters," the wonderful "Passion according to St. Matthew."

The historical importance of Siegfried Ochs as a Bach conductor was to have been again specially demonstrated in a few weeks' time. He was the first who ventured to give the St. Matthew Passion music once more without cuts and it was to him that the task of conducting the bi-centenary of this, the grandest of all musical compositions on the Passion, had been entrusted. The Passion according to St. Matthew was performed for the first time in March, 1929, under the leadership of Bach himself. In March, 1829, Felix Mendelssohn-Bartholdy revived the musical beauty of this work of absolute formal perfection and now, after two hundred years, death has compelled the most important Bach conductor of our times to lay down his baton. At the conclusion of the memorial celebration for Siegfried Ochs which took place in the Philharmonie Hall, the scene of his most famous performances, in the presence of a vast throng, the melancholy C minor of the last chorus in "St. Matthew's Passion" echoed through the hall.

Siberian Cold in Berlin.

Arctic temperatures have prevailed in Central Europe during the last few weeks and Berlin lay right in the centre of this unusual spell of cold. The people of Berlin have not experienced such cold for two hundred years; the mercury sank to the fantastic level of from 27 to 32 degrees below zero Centigrade (80 to 90 Fahrenheit) and the most remarkable accidents occurred in the German capital. Unaccounted burst water pipes, broken street-lights, gas tragedies, traffic accidents in terrible numbers, explosions and fires, which were only distinguished with considerable difficulty, followed one another in unbroken succession.

The supply of fuel to the capital came to a standstill and huge quantities of food-stuffs were frozen, so that there were once more "queues" standing in front of the coal and potato merchants' shops, just as they stood during the war when the Germans were so short of food.

On the other hand the normal crowd in the streets had completely vanished. Ice rinks closed their gates "on account of excessive cold," for even the sport-loving and hardened youth of Berlin were no longer able to bear with the severity of the weather god. But he gained the complete sympathy of the entire coming generation in Berlin for he caused the city fathers to close all the schools—very much against the wishes of the higher educational authorities. Except for a short period of milder weather the cold wave hung over Germany and the German capital for more than two months and the whole external appearance of human activity was in the grip of this unusual manifestation of nature's power. Even the Carnival, the end of the ball season, was "frozen in," while it really ought to mark the charge to Spring.

BIRTH-RATE HIGHER.

OFFICIAL FIGURES FOR THE PAST YEAR.

The year 1928 will go down as the period when an improvement set in in the birthrate of England and Wales, following the unprecedented fall during 1927, when the number of births registered was the lowest on record.

In 1928 630,267 babies were born compared with 654,172 in 1927. This, however, does not compare very favourably with the record number registered during the past decade, 957,782, nearly a million, in the year 1920.

The number of deaths (excluding stillbirths), states the Registrar-General's return, issued last month during the year was 469,440, making a death-rate 0.6 below that for 1927, the number in that year being 484,609.

The natural increase of population by excess of births over deaths was, therefore, 199,827, compared with the average annual increase in the preceding five years of 243,621. The infant mortality rate for the year in England and Wales was 65 per 1,000 live births, which is the best recorded, the previous lowest being 69—during the year 1923.

Marriages solemnised during the year totalled (according to a provisional estimate) 302,610, as compared with 308,370 in the preceding year. This figure is slightly lower than that of the preceding year, but it is still well over the later post-war years. The record number of marriages in any year during the decade was in 1920, the number then being 379,982.

The deaths registered during the last quarter of the year numbered 115,639, and were 21,901 more than in the preceding quarter, but 877 less than in the corresponding quarter of 1927. Influenza was stated to be either a primary or contributory cause of death in 1,727 cases, or 1.49 per cent. of the total.

THE HOCKEY CLUB.

TEAMS FOR THE MATCHES NEXT WEEK.

The following will represent the senior eleven of the Hongkong Hockey Club in their match with the King's Own Scottish Borderers at the U.S. R.C. on Wednesday at 6.15—W. K. Tait, W. Woodward, J. Rodger, A. R. Botelho, E. J. R. Mitchell, J. E. Noronha, H. Owen Hughes, G. E. R. Divett, A. A. Dand, (captain) R. K. Valentine, and C. C. Francis. The second eleven to meet the King's Own Scottish Borderers' second eleven at King's Park on Monday at 5.15 will be—A. C. Howell, J. E. Henry, L. F. Nicholson (captain), R. H. Todd, L. A. B. Dunne, A. J. W. Astby, A. R. Botelho, W. A. Nowers, R. K. Valentine, T. J. Price and T. Whitley.

The following appointment was made by the Secretary of State for the Colonies during the month ended Jan. 31.—Hongkong: Brett, Miss V. N., Nursing Sister.

MUSIC HATH CHARMS



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SMOKE CAPSTAN
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GERMAN MUSIC.

PROGRAMME OF THE BERLIN SEASON.

[By Max Marschalk.]

The town of Berlin is planning a "Season" in great style which is to begin about May 20th, and is calculated to last about four weeks. This Season is an innovation for Berlin. The object of it is to provide the great host of foreign visitors who spend some time in Germany and Berlin in May and June as imposing a survey as possible of what Berlin can offer as a musical and theatrical centre. It is naturally also of the greatest importance for the artists and for the artistic institutions in Berlin to obtain this survey once a year, to be stimulated by festival performance once a year to maximum efforts and to be compelled to rise above the everyday level.

With a view to rendering the Berlin Season of 1929 particularly attractive to the international public and at the same time meeting a long cherished but so far unfulfilled wish of the inhabitants of Berlin, the services of Arturo Toscanini, whom many regard as the greatest conductor of our times, have been secured for a series of five or six performances by the opera company from the Scala, Milan, which will take place between the 22nd and 31st May. Toscanini will bring the whole of the soloists from the Scala with him and also the orchestra which numbers 110 executants, the powerful chorus and part of the famous corps de ballet. It is not yet quite certain what works will be given but the following operas by Verdi have been mentioned: "Rigoletto," "Il Trovatore," "La Forza del Destino" and "Falstaff." Donizetti's "Lucia di Lammermoor" and Puccini's "Manon" are also being considered and the new opera "Monaco Gerardo" by Pizetti will perhaps be put on. Particular interest attaches to the fact that the Milan Scala are sending their entire scenery and effects to Berlin.

Opera Houses.

The three Berlin Opera houses will give a Wagner Cycle, a Mozart Cycle and a Strauss Cycle, all with fresh scenery. Richard Strauss, whom we consider to be Germany's most representative musician, will conduct the Strauss Cycle in person. In addition to Richard Strauss the Berlin Directors General of Music, Leo Blech, Erich Kleiber, Otto Klemperer and Bruno Walter will also take part in carrying out the programme which is conceived on a really large scale. The festival performances of opera will be opened on the 19th May with "Die Meistersinger" which has long been preferred for opening nights. A first performance is also to be included in the programme, the work selected for production at the beginning of June being the comic opera "Neues vom Tage" (News of the Day) by Paul Hindemith, one of the most gifted of the younger German composers, who has attracted attention with his opera "Cardillac." Towards the end of the Season "Carnival in Rome" by Johann Strauss will be revived. This is an early work of the Austrian composer, written before the operetta "Die Fledermaus."

The programme of performances on the concert platform will not lay behind that for the operatic stage. The series will be opened with a Beethoven Night, when Wilhelm Furtwangler will conduct the Philharmonic Orchestra and the final evening will also be Furtwangler Concert. Bruno Walter, Gustav Mahler's disciple and friend and a leading interpreter of his works, will conduct "Das Lied von der Erde." Igor Stravinsky will be the soloist at a concert devoted to modern music and conducted by Otto Klemperer. In order to give the foreign visitors an impression of what Berlin can offer in the way of choral singing, Georg Schumann will produce the Mass in B flat minor with his famous Singakademie Choir, while two large popular concerts will provide an opportunity for the celebrated Berlin Tenors—Singing Union, the Berlin choral societies and the Berlin Workmen's Singers' League are giving proof of the care bestowed on male community singing.

Palace Arrangements.

Finally concerts are to be given in the Golden Gallery of the beautifully situated Charlottenburg Palace with programmes as far as possible in accord with the rococo character of the splendid room. A flute concerto by Frederick the Great will conjure up a picture of olden days. At a rococo concert with a chamber orchestra a symphony by Frederick the Great, a rondo with cembalo and a symphony by Mozart will be performed. It is proposed to include in this group of concerts in the Golden Gallery the

first performance of five new songs by Richard Strauss, which the composer has promised to accompany personally on the piano.

Dr. Paul Eger, at one time Director of the Municipal theatres in Darmstadt and in Hamburg, is the organizer of the festival performances. It is due to his initiative that the Milan Scala has been persuaded to make a foreign tour. It has only once done so before, in Paris many years ago. Dr. Eger has not yet abandoned hope of succeeding in persuading the State Opera in Vienna to take part in the Berlin Season. Great things have been planned and the variety to be offered is extraordinary. The circumstance that a number of the greatest conductors, men with international reputations, will work side by side, each in the department in which he has earned his fame, and the opportunity which will be afforded of comparing the capacity of the great German conductors with that of Arturo Toscanini whose fame is almost a legend, render the Berlin Season valuable in itself in a special way and give it an importance which has hardly ever attached to a similar undertaking. It should be added that all the greatest vocalists in Berlin and in Germany will be heard at the festival performances.

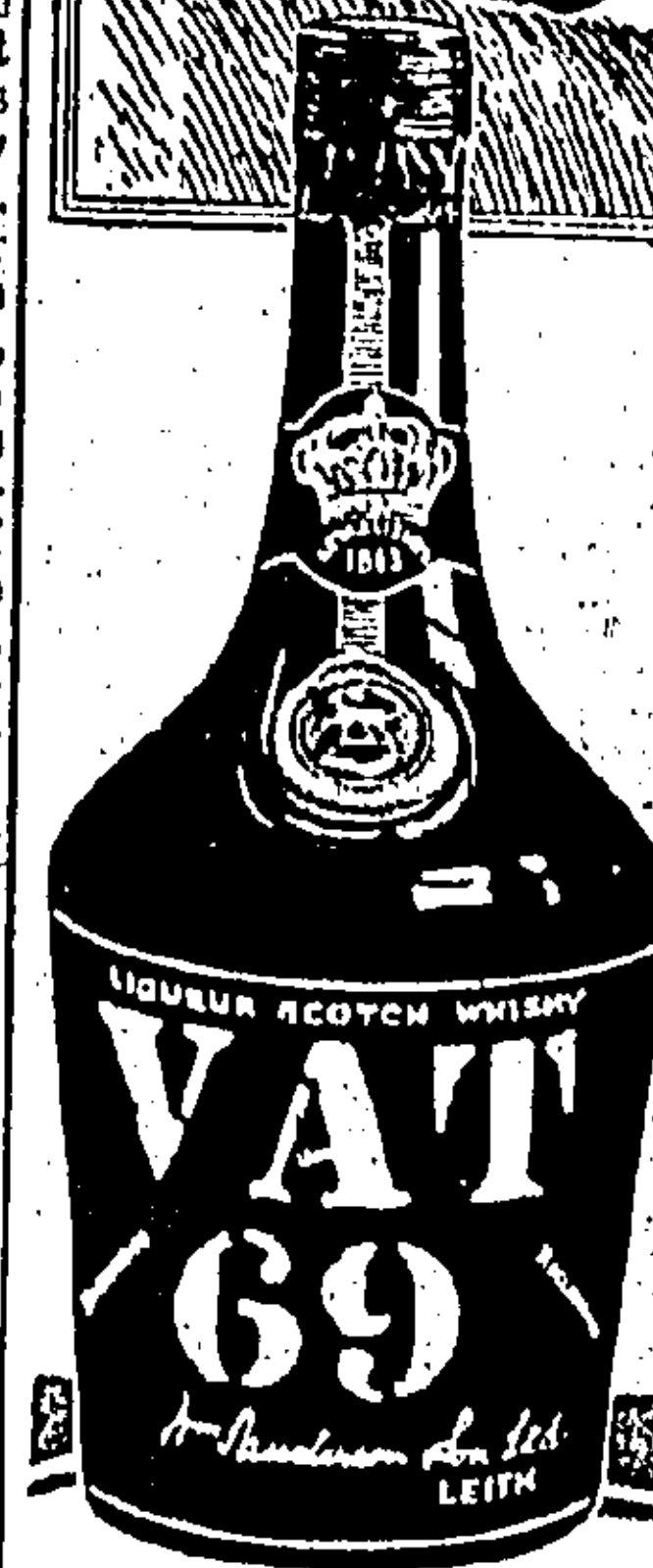
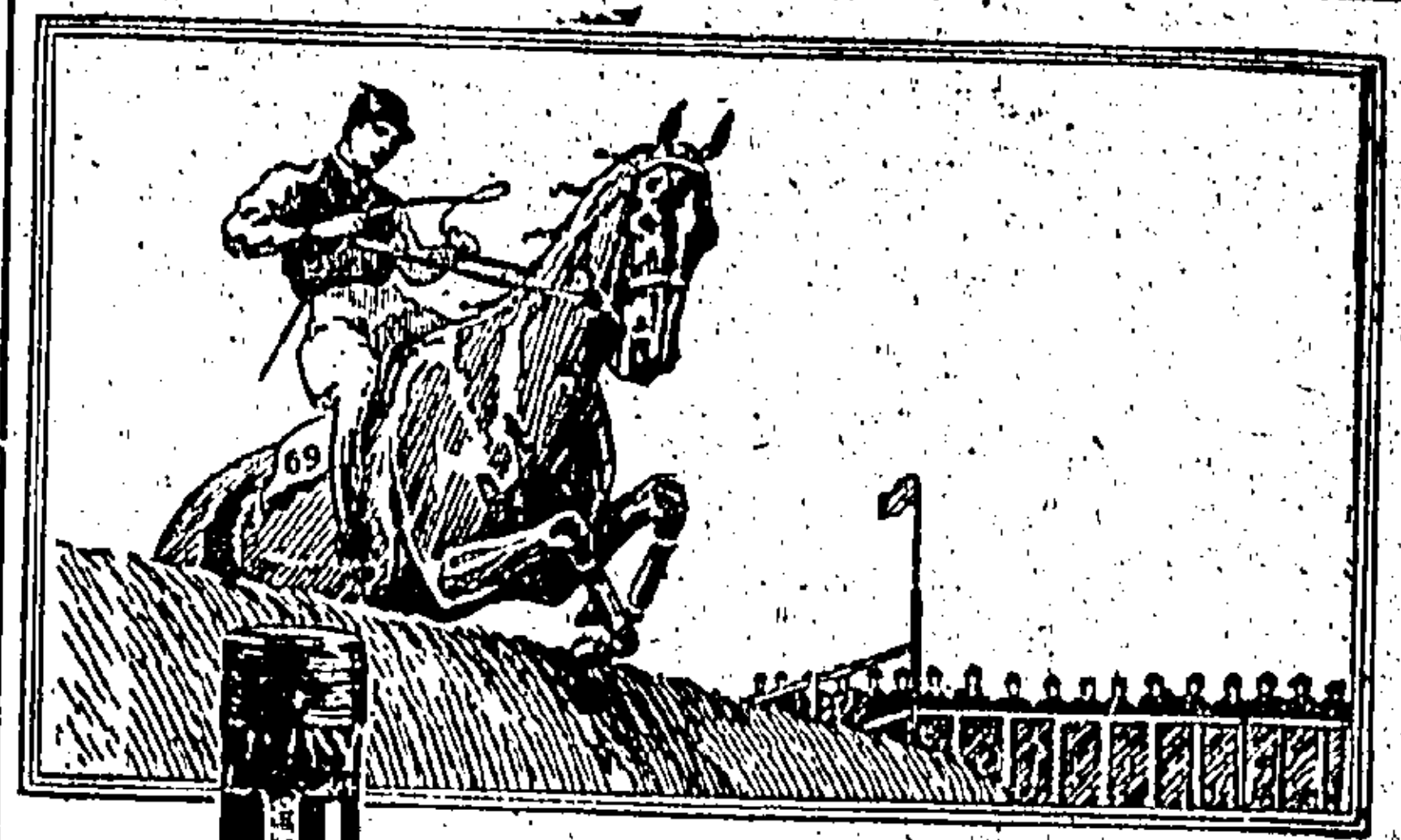
Great things, as has been remarked, have been planned and the expectations of the international public will doubtless be great.

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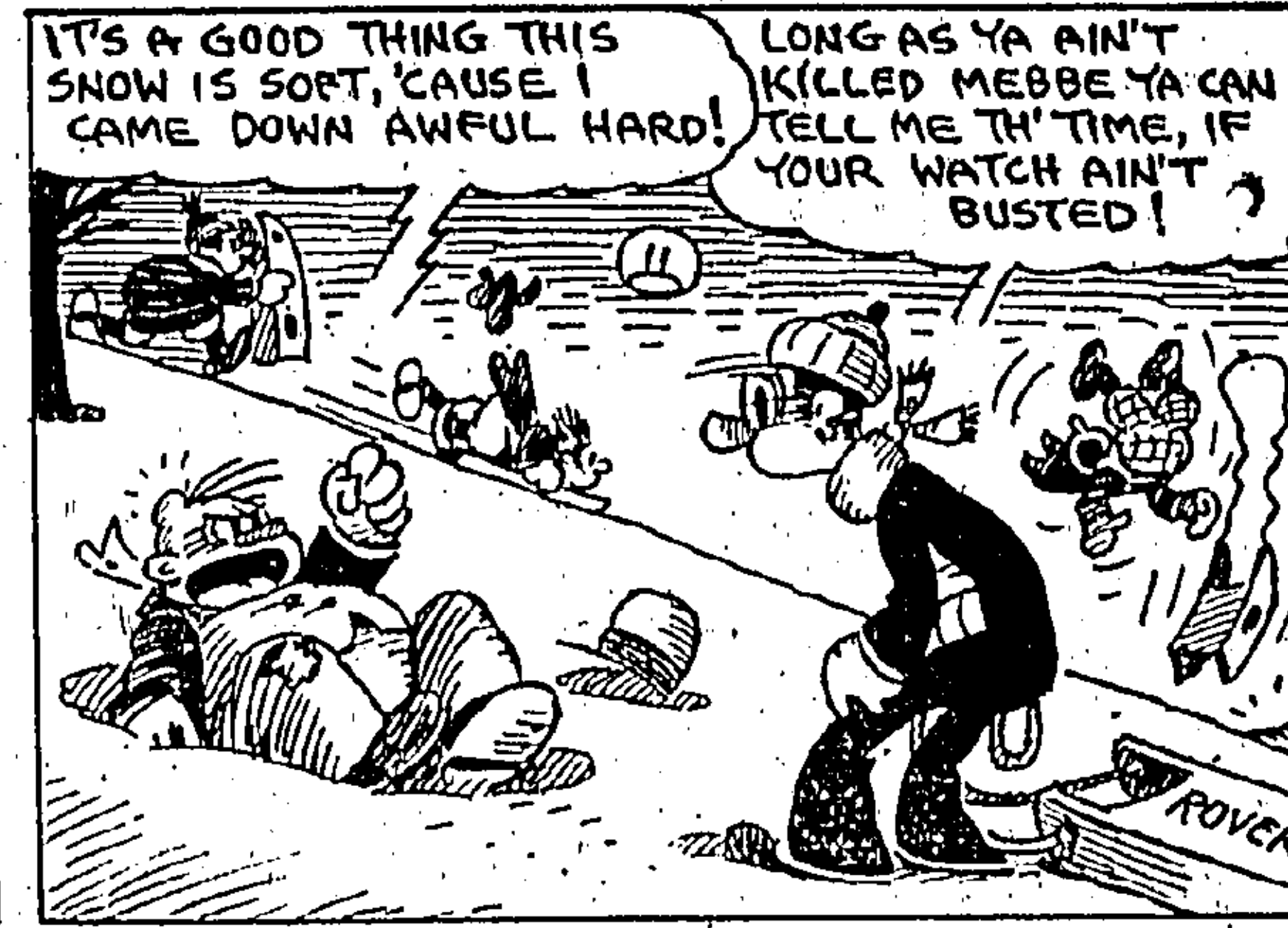
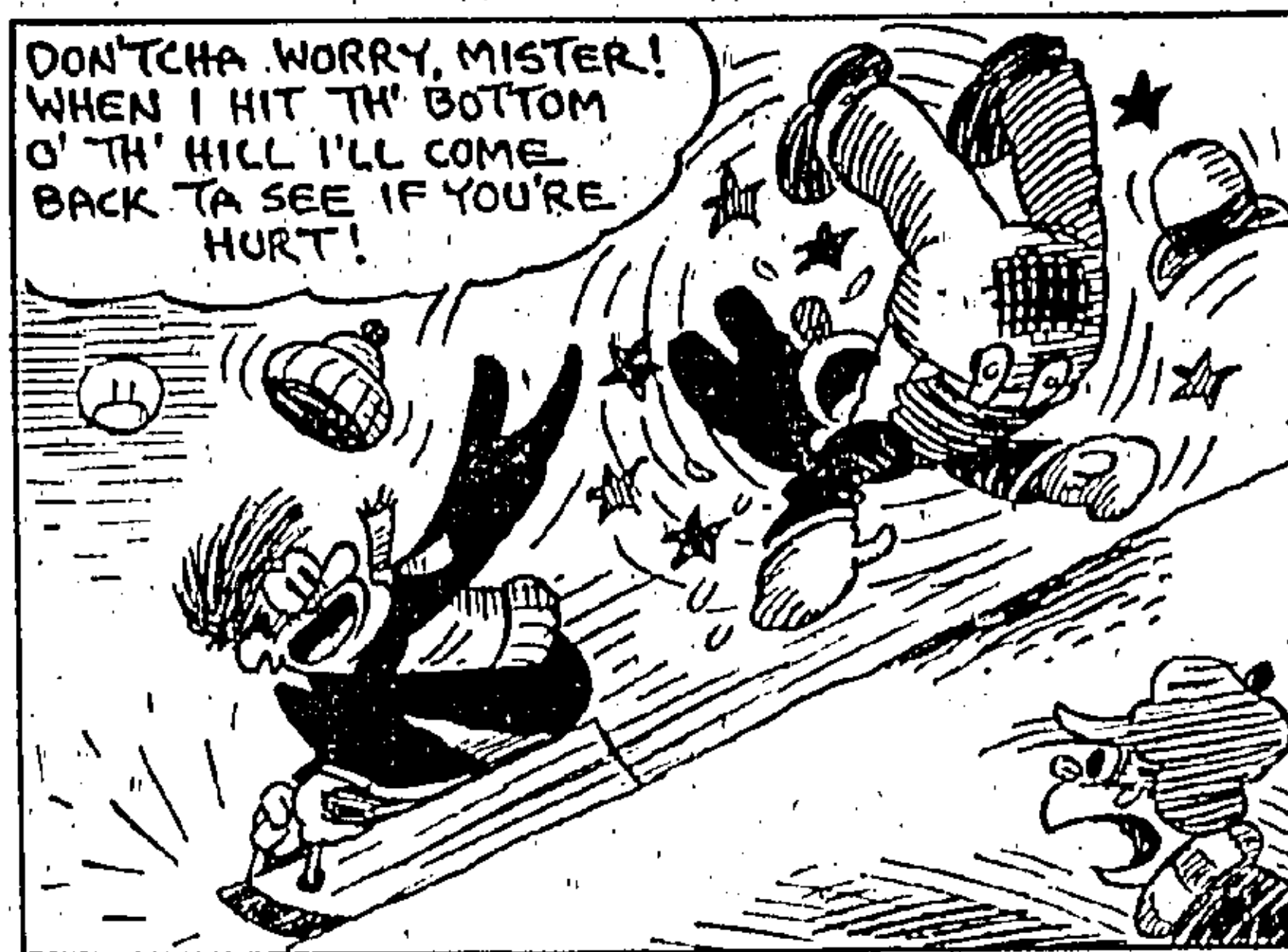
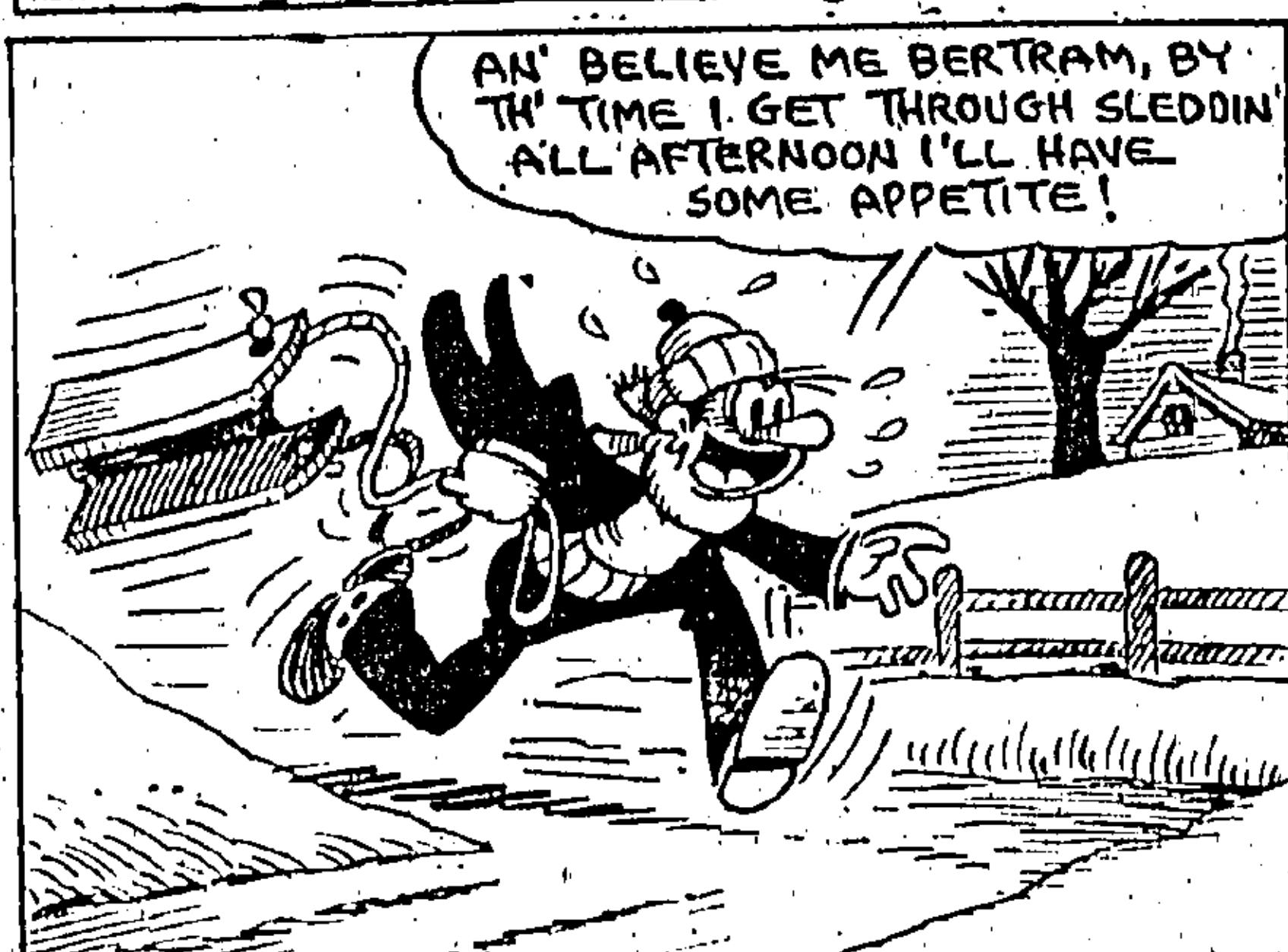
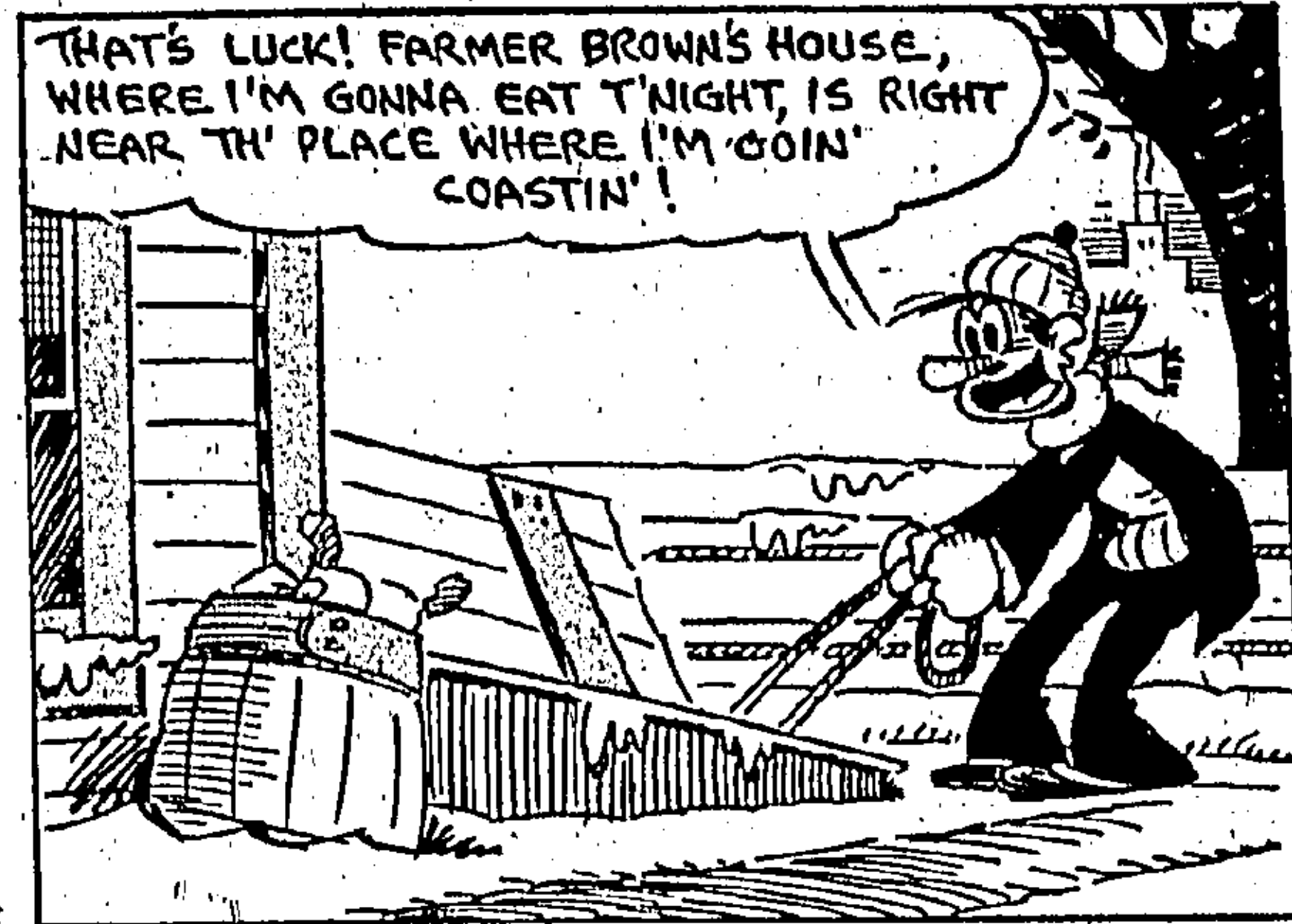
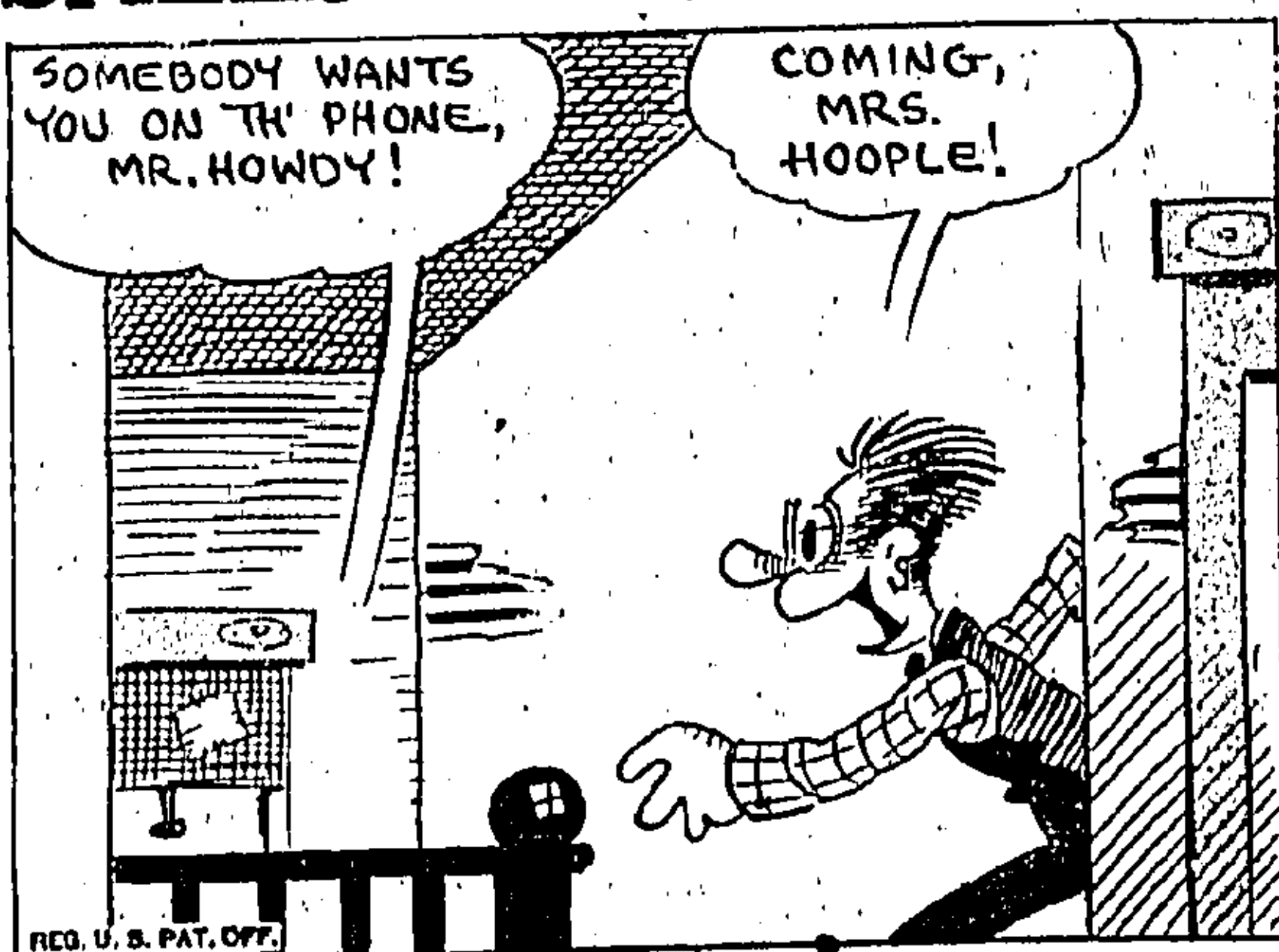
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The "TUDOR" BREAKFAST SET

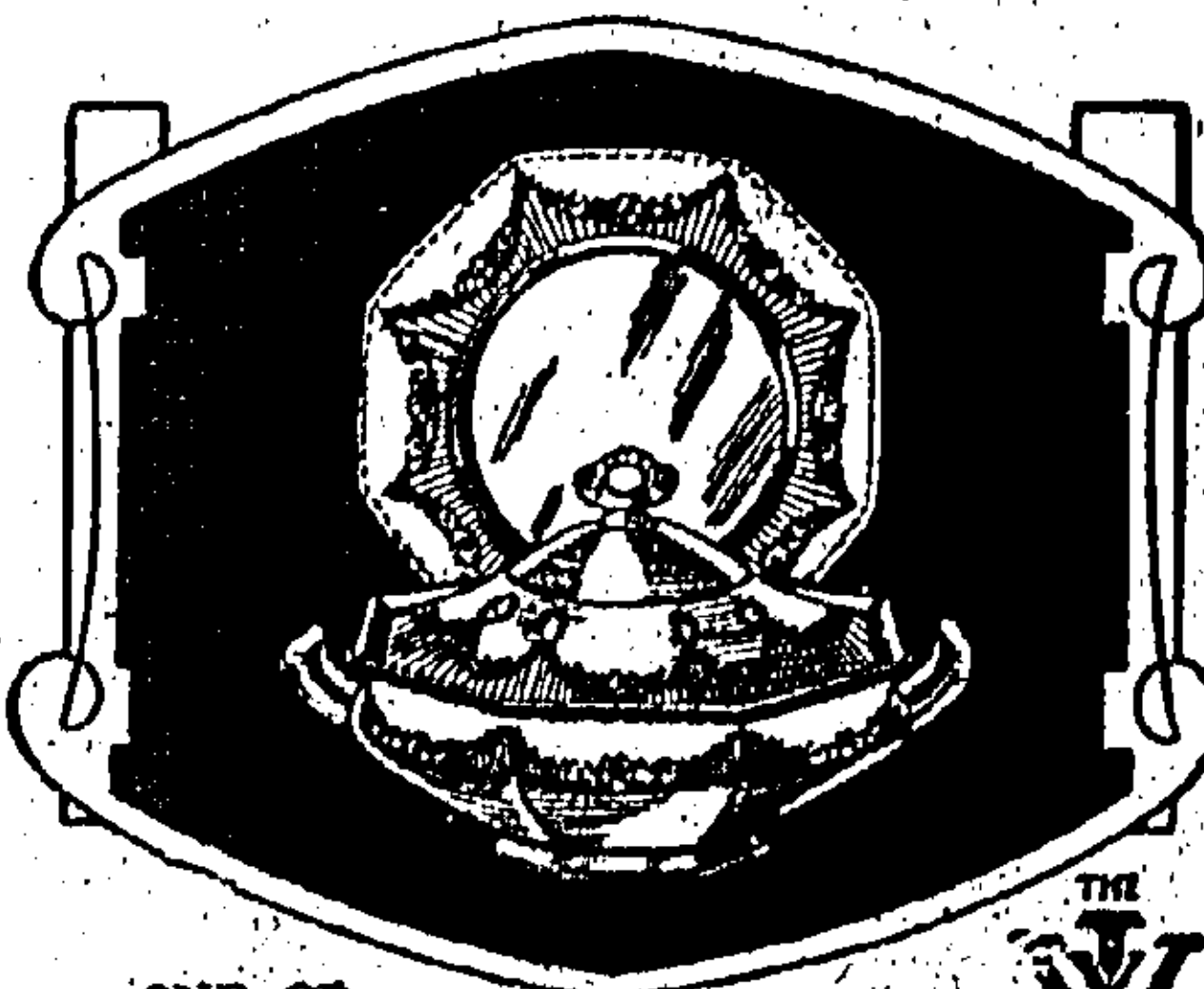


Containing 6 Cups and Saucers, 6 Plates, 1 Bread and Butter Plate, 1 Slop Basin, 1 Sugar Basin, 1 Milk Jug, 6 Egg Cups.

STANDARD VALUE PRICE **\$5.75**

THE "TUDOR" POTTERY

THE "TUDOR" DINNER SERVICE



This ware is all white with neat embossed design. We can thoroughly recommend this ware for general every day use.

Any single piece can be replaced when broken.

Large stocks always carried.

ENGLISH MANUFACTURE.

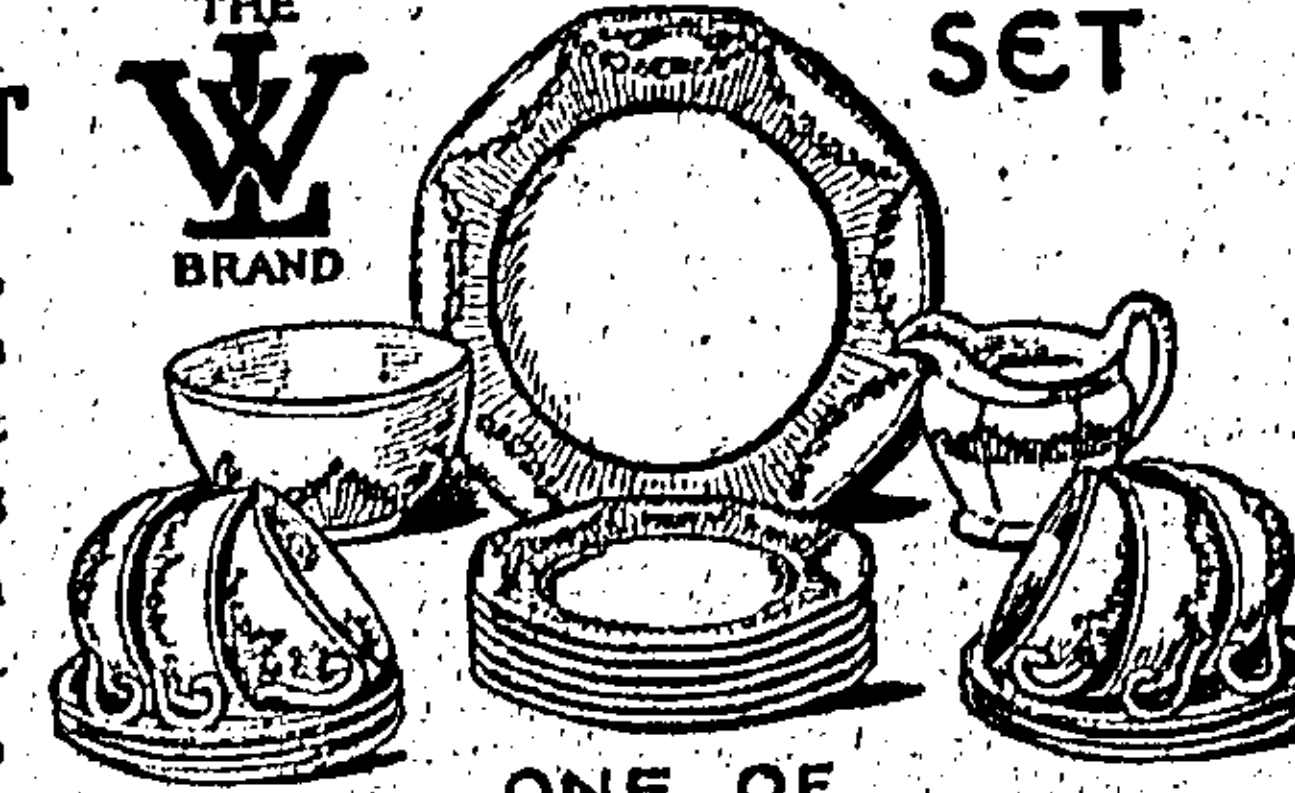
THE "TUDOR" POTTERY

DINNER SET

SET FOR 6 PERSONS, consisting of 24 Plates (6 each Soup, Meat Pudding, Cheese), 3 Meat Dishes (1 each size 9" 10" 12") 2 Vegetable Dishes, 1 Sauce Boat.

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Containing 6 Cups and Saucers, 6 Tea Plates, 1 Cake Plate, Sugar Basin and Cream Jug, Set for 6 Persons.

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SAILINGS 1929.

STRAMERS	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
	Leave	Leave	Leave	Leave	Arrive
EMPERESS OF FRANCE	Apr. 10	Apr. 13	Apr. 10	Apr. 18	Apr. 27
EMPERESS OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPERESS OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPERESS OF FRANCE	June 5	June 8	June 11	June 15	June 23
EMPERESS OF RUSSIA	June 20	June 23	June 26	June 28	July 7
EMPERESS OF ASIA	July 10	July 13	July 16	July 18	July 27
EMPERESS OF FRANCE	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
EMPERESS OF RUSSIA	Aug. 14	Aug. 17	Aug. 20	Aug. 22	Sept. 1
EMPERESS OF ASIA	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 21

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Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Oporto and Hamburg.

HONGKONG-MANILA SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Apr. 19	Apr. 21	EMPERESS OF RUSSIA	Apr. 28
May 7	May 9	EMPERESS OF ASIA	May 12

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SAILINGS FROM HONGKONG

S.S. "LAOMEDON"	...	via Suez Canal	10th Apr.
S.S. "RHEXENOR"	...	via Suez Canal	8th May
S.S. "CITY OF LILLE"	...	via Suez Canal	17th May

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M.V. "SUMATRA"	...	21st April
M.V. "NANKING"	...	16th May
SHANGHAI, JAPAN PORTS and VLADIVOSTOK.		
M.V. "NANKING"	...	10th April
M.V. "DELHI"	...	22nd April

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PORTHOUS... 9th Apr.	ATHOS II... 9th Apr.
CHENONOEUX... 23rd Apr.	D'ARTAGNAN... 23rd Apr.
ATHOS II... 7th May.	SPHINX... 7th May.
D'ARTAGNAN... 21st May.	ANGERS... 21st May.
SPHINX... 4th June.	ANDRE LEBON... 4th June.
ANGERS... 18th June.	G. METZINGER... 18th June.
ANDRE LEBON... 2nd July.	PORTHOUS... 2nd July.
G. METZINGER... 16th July.	CHENONOEUX... 16th July.

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MACAO PORT WORKS.

RECLAMATION OPERATIONS AGAIN COMMENCED.

Macao, Apr. 2. Dredgings have been resumed during the past few weeks at the pier of Macao. It is now many years since the Macao Port Works have been proceeding, and for some time it was necessary to temporarily stop all reclamation work, to allow the first deposits in the reclaimed lands to harden. Some parts of these reclamations, where the materials used were dry earth of the most part, are already being slowly occupied, but many extensive tracts of land, especially those facing the outer port, have been made of mud dredged from the harbour bed. These latter areas have now sufficiently settled, and work has been recommenced with the filling in of the extensive tract of land immediately facing the anchorage of the new port. This second process consists in raising the level of the previous reclamations by several feet, and work is proceeding day and night.

Mud from the old channel leading to Macao's Inner Port has been used for this work, to effect which, two dredgers are in use, one of the bucket type loading the silt into barges and another of the propulsion type for pumping the mud on to the areas to be raised. The bucket dredger secures mud from various other parts of the channel leading to Macao and also from the roadsides.

Many weeks will elapse before the present section can be completed, and work will then proceed on other sections of the reclaimed lands. Later the mud must be left to harden and settle, and eventually when proper drainage has been put in, the lands so prepared may be occupied. The Netherlands Harbour Works Co., the concern responsible for many portions of the work hitherto completed, is assisting in the new work, utilizing many parts of the extensive equipment laid down in Macao a few years ago when the major portions of the Macao Port Works were first begun.

In other parts of the reclamations operations have already commenced with the preparation of the land for occupation, and in some sections the sea-walls have been trimmed and faced, which work will in time, extend along the entire length of the reclamations.

M.P.'S BROTHER SHOT.

MYSTERY OF UNFINISHED LAW CASE IN AFRICA.

Nairobi, Mar. 8. Troops were called in to help 70 police who had been all day searching the bush country in the Nairobi area for Mr. Robert Oakley.

Towards dusk Mr. Oakley was found dead near the aerodrome, two miles from the town, with a wound in the forehead. A pistol lay near.

He was fifty years of age, and fought in the Boer War.

During the Great War, Mr. Robert Oakley was an intelligence officer in East Africa.

He was a well known and wealthy farmer, with plantations near Nairobi.

His brother, Mr. T. Oakley, is Unionist M.P. for the Wrekin, Shropshire.

Mr. Robert Oakley had been accused of cruelly handling a native in order to extort a confession of thefts of fowls. He denied the charge, but owing to a court misunderstanding, was kept in goal for a fortnight, while on remand, instead of being granted bail. He said he had not slept all the time he was in goal. When at last given bail, he disappeared, and his body was found as above stated.

HARBOUR MISHAP.

LAUNCH CAPSIZES AT EASTERN STREET WHARF.

Considerable excitement was caused on the water front yesterday evening by the sinking of the launch Saigon, which plies between Hongkong and the district of Saigon. The launch arrived in harbour shortly after 6 o'clock and was about to come alongside the Eastern Street wharf when the vessel capsized, precipitating the crew into the water. Fortunately there were no casualties, the crew of ten being safely rescued by sampans.

The incident was related in a police report yesterday evening. The coxswain stated that the launch left the district of Saigon at 3.45 p.m. yesterday bound for Hongkong with a deck cargo of salt fish. The launch arrived in harbour at 6.15 p.m. and went to Eastern Street to discharge the cargo.

In turning to go alongside the wharf stern first, the cargo, according to the coxswain, slipped to the starboard side, causing a heavy list. There was a strong wind blowing at the time, and the tide was flowing in a direction which gave the boat no assistance to regain an upright position.

Notwithstanding the efforts of the coxswain to maintain balance, the launch began to take in water and in a few minutes she capsized and sank about twenty feet from the wharf, leaving about three feet of mast projecting.

Immediately the crew realised that the launch was sinking panic broke out, some jumping into the harbour while others were thrown overboard by the sudden list. Sampans in the vicinity at the time immediately went to the rescue, all of the crew being safely taken out of the water. There were no passengers on board, but the entire cargo is believed to be ruined.

The Saigon, which is owned by the Kwong Sing Steam Launch Company of Canton Road, carried a crew consisting of the coxswain, an engineer, two accountants, a stoker, two seamen, a cook, a "boy" and a steersman.

LETTER GOLF.

Here's a NAIL you can hit right on the HEAD if you can do it in five.

N	A	I	L
H	E	A	D

1—The idea of letter golf is to change one word to another and do it in five, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.
One solution is printed on another page.

ELLEN TERRY.

THE PROPOSED MEMORIAL AT SMALLHYTHE.

The proposed acquisition of the old barn at Smallhythe and its conversion into a theatre, as a memorial of Ellen Terry, which was suggested by her daughter and involved the support of a number of leading people in the theatrical world, is apparently not finding favour locally.

At a meeting held at Homewood, Tenterden, the matter was discussed, and as a result a reconsideration of the scheme was urged.

The reasons for the local opposition are that "the necessary roadways and additional buildings and other equipment would inevitably deface the beauty and ruin the character of the spot which Dame Ellen loved for its restfulness and rural charm; and that the position of Smallhythe at a distance from any centre of accommodation or supplies renders it unsuitable for a theatre."

As an alternative it is suggested that a theatre or hall should be erected at Tenterden "where everyone could enjoy the benefits her memory would bestow," and which it is claimed, would be a worthier memorial than one which could be of advantage only to a few.

The meeting, which was convened by Lady Drury, and attended by Lady Geddes, the Mayor, and many other well-known local residents, was unanimous in its recommendations.

DRAMATIST'S BEQUEST.

BRITISH FUND ENABLED TO PERFORM HIS PLAYS.

New York, Mar. 12. The will of the late Mr. J. Hartley Manners, the British playwright who wrote "Peg o' My Heart," has been filed here, and contains a bequest of £600 to Mr. Martin Andrew Dunne and £200 a year for life to Miss Annie Dunne, of Muswell Hill, London.

Another provision of the will, dated June 28, 1919, was a bequest of £100 to be paid annually for six years to the Royal General Theatrical Fund of England, provided that two of Mr. Manners' plays, "All Clear" and "God of my Faith," were performed alternately at the annual benefits of the organisation during that period.

The testator desired that thereby "the remembrance of the atrocities committed against the British people by the Germans might be kept alive."

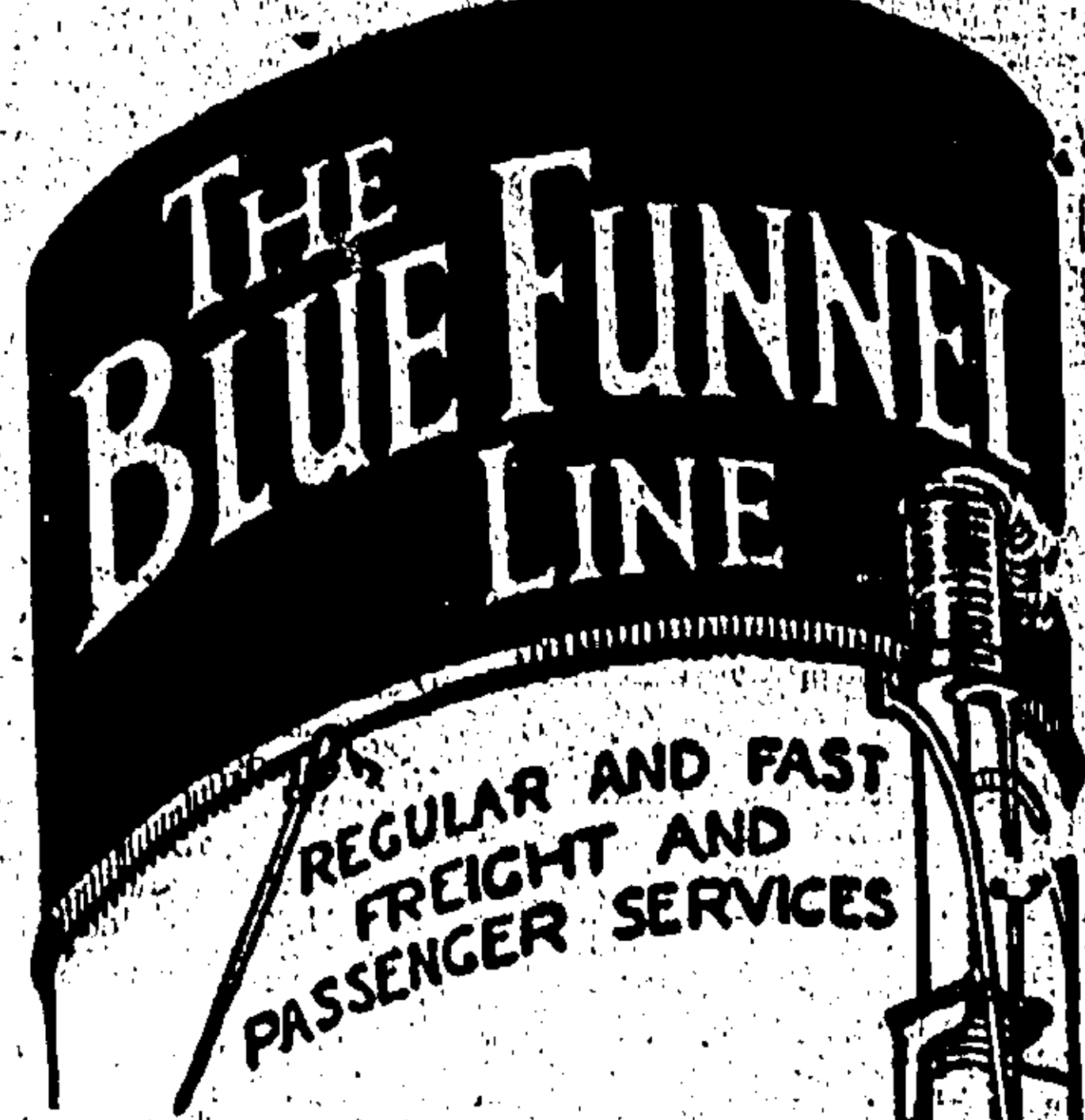
In any case the Fund was to receive £500 unconditionally when his step-children reached the age of thirty. The bulk of his estate went to the widow, the actress known as Miss Laurette Taylor.—*Reuter.*

On inquiry at the London office of the Royal General Theatrical Fund yesterday a representative of Reuter's was informed that notification of the bequest had been received and the matter was in the hands of solicitors.

FLYING TOURIST.

FORCED LANDING CAUSES HALT IN JOURNEY.

London, Apr. 5. Mr. Van Lear Black, who is on a flying tour, had a forced landing owing to engine trouble at Ventimiglia, where he is delayed pending the arrival of spare parts for his machine.—*Reuter.*



LONDON SERVICE

"ANTENOR" 17th April M'sse, London, R'dam & G'gow
"MERMAID" 30th April M'sse, London, R'dam & H'burg
"BEOTOR" 16th May M'sse, London, R'dam & G'gow

LIVERPOOL SERVICE

"EURYADES" 20th Apr. Havre & Liverpool
"ASPHALION" 2nd June Genoa, Havre, Liverpool & G'gow

PACIFIC SERVICE

via Kobe & Yokohama
"TALTHYBIUS" 20th April Victoria, Vancouver & Seattle
"IXION" 11th May Victoria, Vancouver & Seattle

NEW YORK SERVICE

"LAOMEDON" 10th Apr. New York, Boston & Baltimore
"RHEXENOR" 8th May New York, Boston & Baltimore

INWARD SERVICE

Due For
"ASPHALION" 13th Apr. Shanghai, Moji, Kobe & Yokohama
"GLAUCUS" 10th Apr. Shanghai & Hankow

PASSENGER SERVICE

"ANTENOR" 17th April Singapore, Marseilles & London
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Pres. Jackson Tues., May 7th Pres. Taft Tues., May 14th

Pres. McKinley Tues., May 21st Pres. Jefferson Tues., May 28th

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Pres. Wilson Sun., Apr. 21st 8 a.m. Pres. Polk Sun., June 2nd, 8 a.m.

Pres. V. Buren Sun., May 5, 8 a.m. Pres. Adams Sun., June 15th, 8 a.m.

To Manila

Pres. Monroe Sun., Apr. 7th, 8 a.m. Pres. Wilson Sun., Apr. 21st, 8 a.m.

Pres. Cleveland Apr. 9th, 6 p.m. Pres. Flores Sun., Apr. 23rd, 6 p.m.

Pres. Madison Apr. 13th, 6 p.m. Pres. Jackson Sun., Apr. 27th, 6 p.m.

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TAIPING	7th May	14th May
CHANGTE	11th June	18th June
TAIPING	9th July	16th July

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"CITY OF DELHI" ... London, Rotterdam, Amsterdam & Hamburg... 9th May

"CITY OF GLASGOW" ... London, Rotterdam, Amsterdam & Hamburg... 10th June

NEW YORK, BOSTON & BALTIMORE

"CITY OF LILLE" ... via Suez Canal ... 17th May

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are hereby notified that the cargo will be discharged into Holt's Wharf, Kowloon, where it will be at the consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 4th April.

Optimal cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 11th April, 1929, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 24th April, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong 4th April, 1929.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, DUNKIRK, LONDON & STRAITS.

The Steamship,

"BENAVON"

Consignees of Cargo are hereby informed that all Goods, are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th April, 1929, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 21st April, 1929, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th April, 1929, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD., Agents.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAO via SWATOW & SHANGHAI	Hopsang Yutshing Hangsang Chaksang	Sun. 7th Apr at 7 a.m. Wed. 10th Apr at 7 a.m. Sun. 14th Apr at 7 a.m. Wed. 17th Apr at 7 a.m.
TO OSAKA via AMOI, MOJI & KOBE	Namsang Hosang	Wed. 17th Apr at 7 a.m. Fri. 26th Apr at 7 a.m.
TO OSAKA via AMOI, SHANGHAI & KOBE	Kutsang	Sun. 5th May at 7 a.m.
TO STRAITS & CALCUTTA	Yuensang	Satur. 13th Apr at 10 a.m.
TO SANDAKAN	Hinsang Mausang	Satur. 13th Apr at 10 a.m. Thurs. 2nd May at 10 a.m.
TO TIENTSIN	Chipsing	Tues. 9th Apr at 5 p.m.
TO CANTON	Hangsang	Mon. 8th Apr at 5 p.m.

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Motor Vessel "GLENBEG" ... 29th May.
Steamship "GLENIFFER" ... 26th June.
Steamship "GLENSHANE" ... 24th July.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENBEG" ... 13th Apr.
Steamship "PEMBROKESHIRE" ... 29th Apr.
Steamship "GLENIFFER" ... 11th May.
Steamship "GARMARTHENSHIRE" ... 27th May.
Steamship "GLENSHANE" ... 14th June.

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S.S. "CHRONOS" ... Sails on/about ... 6th April

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From NEW YORK via MANILA.

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Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 11th April, 1929, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 25th April, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong 4th April, 1929.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, DUNKIRK, LONDON & STRAITS.

The Steamship,

"BENAVON"

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th April, 1929, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 21st April, 1929, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th April, 1929, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong 4th April, 1929.

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GOVERNOR OF MACAO.

ARRIVES IN HONGKONG ON WAY HOME.

His Excellency the Governor of Macao (Senhor Artur Tamagnini de Sousa Barbosa) arrived in Hongkong yesterday on the first stage of his journey home to Portugal on leave. He made the trip here on the gunboat Macau and was accompanied by Madame and Mlle. Barbosa and his four sons.

His Excellency landed unofficially at Queen's Pier at 5 p.m. with his family, and stayed the night at the Hongkong Hotel. Prior to the landing, Captain Sillitoe, A.D.C. to H.E. the Governor of Hongkong, went out in the Government launch Lin to meet the distinguished party.

Among those on the pier to meet the party from Macao were H.E. the Portuguese Minister to China, Senhor Jose Bianchi, the Consul General for Portugal in Hongkong, Senhor Corveira do Albuquerque, and Mmc. Corveira do Albuquerque e Castro, the Consul General for Portugal at Canton, Senhor Fernandes Costa, and Mmc. Costa, the Hon. Mr. J. P. Braga, Mr. A. F. B. Silva Netto, and Mr. M. Simoes, representing the committee of the Club Lusitano.

The Governor of Macao and his family then drove to Government House, where an informal reception was held.

Hongkong Portuguese intend to show their appreciation of the distinguished visitor's administration of the neighbouring Colony by entertaining him at a reception to be held at the Club Lusitano this afternoon.

The Governor of Macao and family will leave to-morrow on the President Monroe for Europe, sailing at 8 a.m.

PUBLIC LECTURES.

ADDRESSES ON MATHEMATICAL PHILOSOPHY.

Under the auspices of the Hongkong University Engineering Society and Arts Association, two lectures on "Curiosities of Mathematics and Mathematical Philosophy" will be given by Captain J. L. P. Macnair, R.A.

These lectures will deal in a semi-popular way with Philosophy as the parent of Science; the mysteries of zero and infinity and the fourth dimension; the problems of simultaneity, relativity, gravitation; irregularity of time and inconsistency of size; and, by way of conclusion, with some applications of Mathematical Philosophy to standards and criteria of civilization.

Captain Macnair is already known to music-lovers in the Colony, by his contributions to concerts at the Helena May Institute, both as instrumentalist and composer. All who are interested to hear his discourse of Mathematical Philosophy are cordially welcome to attend these lectures at the University.

The first lecture will be given on Monday evening, the 8th inst., at 8.30 p.m., and the second on the evening of Friday, the 26th inst., also at 8.30 p.m. On both occasions the meeting-place will be Room "K" of the main building.

A NEW VESSEL.

THE M. V. NAIRNBANK IN PORT FOR FIRST TIME.

Another vessel new to the port came in yesterday morning, this being the M. V. Nairnbank owned by the Bank Line Ltd. She arrived at 9 a.m. with a crew of 17 Britishers and 45 Asiatics under the command of Capt. William Elliott and had on board 225 tons through cargo but none for local discharge. She left at 6 p.m. yesterday, after taking on board 300 tons cargo, bound for Manila, from where she will sail for America.

We are told by the Bank Line that she has not been scheduled to call at this port regularly, having come here on her way from Shanghai to the Philippines.

The M. V. Nairnbank is a steel twin screw vessel of 5,166 gross tonnage and 3,165 net tonnage, and was built in 1925 at Glasgow by Harland and Wolff Ltd. for the owners, her dimensions being length 420.1 feet, beam 53.9 feet and depth 20.5 feet. Registered at Glasgow, she was engined by the builders to 717 N.H.P.

THE WEST RIVER.

WUCHOW STEAMERS FAIL TO REACH DESTINATION.

The shallowness of the water on the West River is causing grave anxiety to shipmasters all of whom find it very difficult to navigate their vessels up the river to any distance. No Wuchow steamer managed to reach its destination on the last trip, some stopping at Doang whilst others just managed to reach a place four miles further up called Cheong Kong Tau.

On her last trip the s.s. Kong So (Capt. A. MacInnes) found the water so low that the master deemed it advisable to stop at Doang, but the s.s. Sanning had better luck, Capt. Best, the master of the vessel, succeeding in reaching Cheong Kong Tau.

It is not an unusual occurrence to see steamers aground on the river, says a ship's officer. The s.s. Kwong Yee was seen to be stranded on the first bar when the s.s. Sanning passed her three days ago, at which time she was understood to have already been fast for four days.

OIL RESTRICTION.

CONTRARY OPINIONS.

Washington, Apr. 5. Mr. Holmes, chairman of the executive Petroleum Committee, recommends that the Committee proceed with plans for curtailment of petroleum production to test the Attorney General's ruling in the courts.

On the contrary, Senator Borah in a personal letter expresses the opinion that the Royal Dutch and Shell, and Standard Oil Company of New Jersey, are apparently engaged in forming a world monopoly shutting off the possibility of cheap oil reaching the consumer from Russia.—Reuter's American Service.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.
NAIL, HAIL, HALL, HELL, HEAL, HEAD.

VATICAN PICTURES.

INTERESTING LECTURE BY FATHER D. J. FINN.

Father D. J. Finn, M.A., S.J., delivered a very interesting lecture at the University Arts Association last night, his subject being "Raphael and his Vatican Pictures." Prof. L. Forster presided over the gathering. It will be recalled that Fr. Finn delivered a similar lecture some time ago at the Helena May Institute, but last night's lecture was intended for the historians and politicians among the Arts students.

For this purpose, the lecturer concentrated on a remarkable series of masterpieces—the frescoes on the walls of the Vatican apartments known as the Stanze da Raffaello.

In a brief passage, Fr. Finn described and illustrated with slides the familiar Madonna pictures and traced the influences which helped to mould the artist.

The Raphael pictures were painted four hundred years ago at the command of the Popes in order to celebrate their status at a moment when the temporal power had reached its maximum extent in territory and today the pictures had regained more living meaning and in illustration more telling force, the Pope being a ruling temporal monarch.

The lecturer explained in detail the meaning of the pictures and the rather technical talk was greatly simplified by the slides which were projected on the wall.

At the conclusion, Prof. Forster said that unfortunately fine art was apparently neglected out in the East, though China in the past had made many contributions to the store of the world and there was no reason why she could not do so again.

A vote of thanks was passed to Father Finn.

RADIO BROADCAST.

THE LOCAL PROGRAMME FOR TO-DAY.

Broadcast by Z.B.W. on 350 metres, 1.48 p.m. Weather Report.
5.30-6.30 p.m. Programme of Chinese Music. (Beka Records supplied through the courtesy of Messrs. The Canton Trading Association Ltd.)

7.48 p.m. Evening Weather Report.
8 p.m. Evening Programme. (Victor and H. M. V. Records supplied through the courtesy of Messrs. S. Moutrie and Co.)

"The Bells of St. Malo."
"Semper Fidelis March."
The Band of H. M. Coldstream Guards.

"Cavalleria Rusticana."
"Bacchante."
H. M. V. New Light Symphony Orchestra.

"Sanctuary of the Heart."
"In A Chinese Temple Garden."
Organ Solo, Reginald Foot.

"Mountain Lovers."
"Nirvana."
Tenor, John Turner.

8.30 p.m. Dance Music.
9 p.m.
"Martha" Selection.
The Band of H. M. Coldstream Guards.

"Song of the Sea." Vocal Gema.
H. M. V. Light Opera Company.
"Songs of Ireland."
"Songs of Scotland."

H. M. V. Light Opera Company.
"La Boheme-Potpourri."
Marek Weber and His Orchestra.
9.30 p.m. Dance Music.

10.10 p.m. News Bulletin.
"Thais—Meditation."
"Tambourin Chinois."
Violin Solo, Fritz Kreisler.

"Ballet Egyptian Suite" (Luigini).
Victor Concert Orchestra.
10.30 p.m. Close Down.

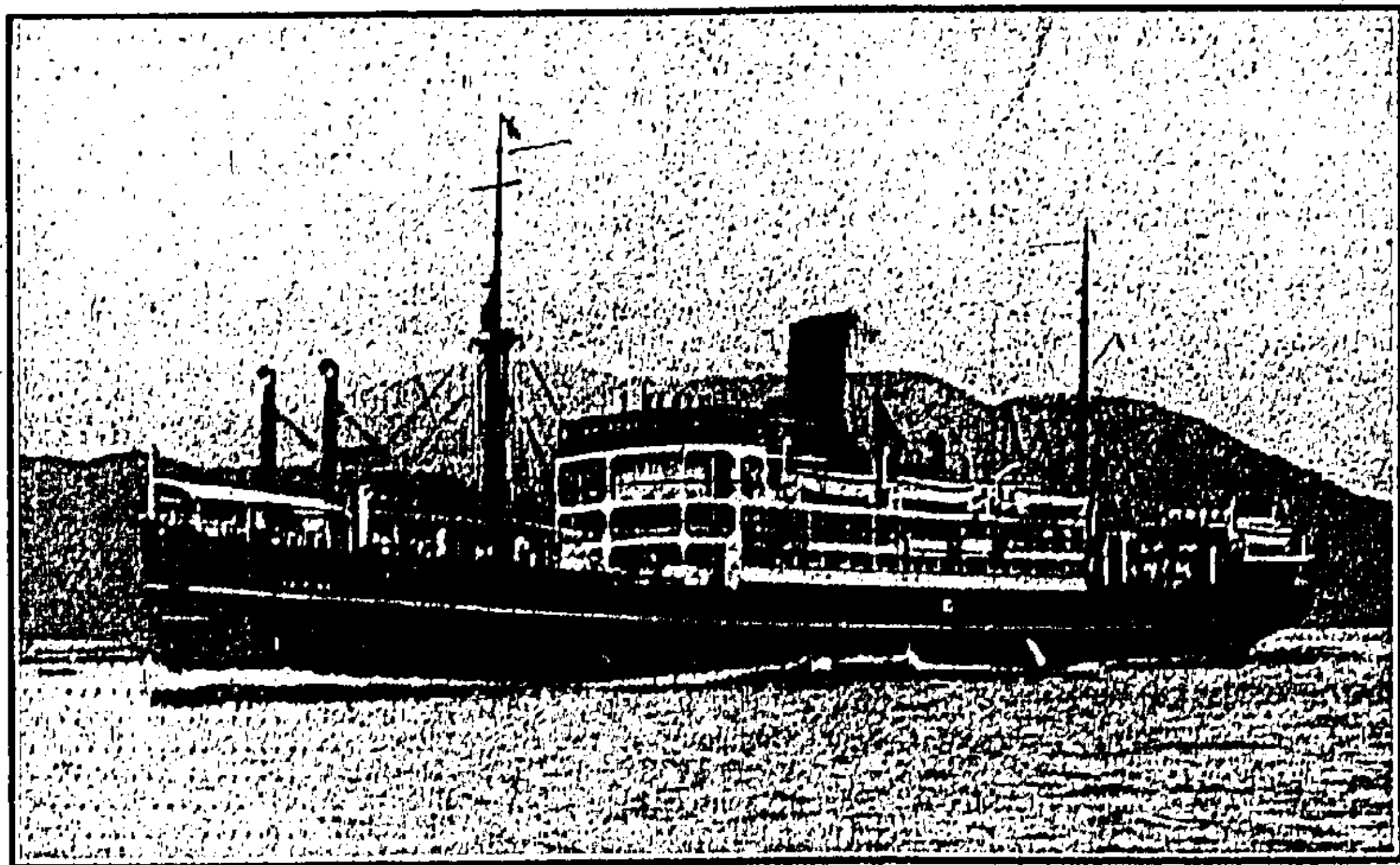
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S. S.	Tons	From Hongkong (about)	Destination
NALDERA	16,083	13th Apr.	Bombay, M'los & London
MIRZAPORE	6,715	16th Apr.	Straits, Colombo & B'ay
KARMAIA	9,128	20th Apr.	Marseilles & London
ALAPORE	5,273	24th Apr.	Straits, Colombo & B'ay
MANTU	10,946	27th Apr.	Bombay, M'los & London
INAGORE	5,293	4th May	M'los, London, Hull, A'werp, Rotterdam & Hamburg
KIDDERPORE	5,334	8th May	Straits & Bombay
KALYAN	9,144	11th May	Marseilles, L'don & Hull
MOBEA	10,953	25th May	Bombay, M'los & London
LAHORE	5,232	1st June	Marseilles, London, A'werp, Rotterdam & Hamburg

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*GAMBADA	5,307	10th Apr.	S'pore, Penang & Calcutta
SANTHIA	7,754	17th Apr.	S'pore, Penang & Calcutta
TILAWA	10,006	21st Apr.	S'pore, Penang & Calcutta
TAKLIWA	7,936	6th May	S'pore, Penang & Calcutta
TAKADA	6,949	9th May	S'pore, Penang & Calcutta

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EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	8th May	Manila, Sandakan, Thure, Island, Townsville, B'bane
TANDA	6,956	31st May	Sydney and Melbourne.
ST. ALBANS	4,500	5th July	

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The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TAKLIWA	7,936	10th Apr.	Amoy, Moji, Kobe, Yoko & Osaka
KALYAN	9,144	13th Apr.	S'hai, Moji, Kobe & Yoko
JEYPORE	5,318	15th Apr.	S'hai, Moji, Kobe & Yoko
ARAFURA	6,000	16th Apr.	Moji, Kobe, Osaka & Yoko
TAKADA	6,949	17th Apr.	Amoy, Moji, Kobe & Osaka
MOBEA	10,953	26th Apr.	S'hai, Moji, Kobe & Yoko
TALAMBA	8,018	28th Apr.	Amoy, S'hai, Moji, Kobe & Osaka
ALMA	10,000	30th Apr.	Amoy, Moji, Kobe, Yoko & Osaka
ANDI	6,956	7th May.	Moji, Kobe, Osaka & Yoko
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PARIS REPARATION CONFERENCE.

ATMOSPHERE NOW MUCH MORE HOPEFUL.

ALLIES PRESENT BILL.

Paris, Apr. 5. The atmosphere at the Conference of the Reparations Experts appears to be much more hopeful. The discussions of the two Memoranda submitted achieved much, but subsequently Dr. Schacht, the head of the German delegation, had interviews with the heads of the principal creditor delegations on the various points brought forward.

It is officially learned that as the result of those private conversations, the German delegation now has an accurate conception of the total of the Allied minimum demands.

The fact that they are prepared to discuss them is regarded as a favourable sign.

It is anticipated that Dr. Schacht will do his best to whittle the bill down, but the French newspapers are now optimistic with regard to a settlement.

The Conference has been in session for more than six weeks already, the greater part of the time having been occupied in fixing the total amount Germany has to pay, and the amount of the annuities.

Forecasts vary, but it is thought that a reduction on the present Dawes annuities will be obtained by Germany.—*Reuter*.

K.O.S.B. JOY RIDERS.

FINES IMPOSED IN COURT THIS MORNING.

An interpreter for the Shanghai dialect being available this morning, the hearing was proceeded with of the case in which five privates of the K.O.S.B. Borderers, namely Privates Hegarty, Crawford, Ormsted, Bailey and Lum, were charged with refusing to pay for the hire of a public car and with assaulting the driver, who is a Northern Chinese.

The case resulted from an early morning joy-ride which ended at 1.15 a.m. yesterday. According to the evidence of the driver, the car was hired outside the Hongkong and Shanghai Bank by three soldiers and taken to Ship Street, where it picked up two other privates. The party then proceeded up to the Peak and later turned back to go to Sookumpoo, where a wait of a quarter of an hour ensued. The party next proceeded to Ship Street from which point they again drove to the Peak. A halt was called at a point near Jardine's Bridge, and it was here that the alleged assault took place. One of the soldiers was alleged to have hit the driver in the eye when he asked for the fare.

Hegarty and Ormsted were each fined \$25 or one month's imprisonment. They each had a previous conviction. The other defendants were each fined \$5.

THREE CRUISERS DUE ON MONDAY.

CLEOPATRA LATER GOING UP NORTH.

H.M.S. Cleopatra will arrive in Hongkong on Monday with two other cruisers, the Dartmouth and Curysfort.

The Cleopatra will sail from Hongkong so as to arrive at Woon-sung on April 21, proceeding to Shanghai two days later for the exchange of personnel with H.M. Ships Bee, Aphid and Teal.

The Cleopatra will sail for Hongkong on April 24, leaving here for England on the 30th. On the homeward trip she will call at Singapore, Colombo, Aden, Port Said, Malta and Gibraltar, being due at Sheerness on June 14.

BANK RETURNS.

NOTE AND SPECIE FIGURES FOR MARCH.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st March, 1929, as certified by the Managers of the respective Banks are:

Banks	Average Amount in Circulation	Specie in Reserve
Chartered Bank	16,205,781	6,800,000
Hongkong Bank	47,104,138	21,000,000
Mercantile Bank	1,599,452	600,000
Total	64,909,371	28,400,000

* In addition Sterling Securities are deposited with the Crown Agents valued at £1,222,100.
† In addition Securities deposited with the Crown Agents and Straits Government valued at £2,500,422.
‡ In addition Securities deposited with the Crown Agents valued at £180,000.

ANOTHER SAIGON SENSATION.

ATTEMPT TO ASSASSINATE FRENCH OFFICIAL.

ANNAMITE ARRESTED.

The attempted assassination at Saigon of a highly-placed French official in the administrative service of Indo-China, by an Annamite who professed to have been moved to commit the crime for "humanitarian" reasons, constitutes the latest sensation reported from the French Colony.

The report to hand states that an attempt was made on March 22nd to take the life of M. Nadailat, a judicial official. It appears that a man dressed in Chinese clothes asked for an interview with the official, and while there, suddenly drew out two revolvers and using both hands fired a fusillade of shots at close range.

Warned by the sudden move which the man made as he drew the weapons, M. Nadailat had just time to duck under his desk, where he lay still, feigning death. The shots, however, had passed harmlessly over his head and buried themselves in the wall beyond.

The would-be assassin escaped from the building, but was later chased by a car and was captured.

Political Motive.

In his position as Magistrate of a tribunal specially appointed to deal with cases of a politico-criminal character, M. Nadailat was recently charged with the problem of grappling with the growing menace to the peace and good order of the country caused by the existence of certain secret societies.

The man who attempted to take M. Nadailat's life in such daring circumstances is a native of Saigon, and gives his name as Pham van Kim. Interrogated by the Surete, he made a declaration regarding his motives.

He said that, moved by the knowledge that many hundred of his compatriots had been consigned to prison on unjustifiably long terms, by the tribunal over which M. Nadailat presided, he sought to end what he regarded as miscarriages of justice by killing the Magistrate.

For a number of days he had waited patiently for an opportunity, and, after hanging around the building where M. Nadailat had his offices, was at length able to obtain admission on the pretext that he had information of extreme importance to impart.

Accounts given in the Saigon newspapers of what occurred from this point showed that Pham van Kim had entered upon the commission of the crime with great premeditation.

His demeanour on being admitted into M. Nadailat's presence was such as to have disarmed all suspicion. He bowed deferentially to the Magistrate and to the latter's assistant, M. Sisco, who was standing beside him.

Presence of Mind.

Suddenly, after a preliminary enquiry regarding his mission had been made, Kim drew out two revolvers from his pockets and fired them at almost point-blank range at the Magistrate. M. Nadailat promptly ducked under his desk, where, remaining perfectly still, he gave the impression that he had been seriously wounded.

M. Sisco immediately jumped through the window, and got out of range. A native interpreter, finding himself cornered in the room, took shelter behind a door and threw a chair at the assailant, as the latter took aim as if to fire again.

By this time, gendarmes, attracted by the noise of the shooting, entered the room and the assailant had just time to escape into the street where he jumped on to a commandeered push-bike.

He was finally overtaken by a native civilian in a motor car who knocked him down with the vehicle. Kim was then disarmed and taken to the Police Station, where he is being detained for further enquiries into what the authorities believe to be an extensive plot.

BANVARD SEASON.

"TIP TOES" PROVES A BIG SUCCESS.

Another successful performance was given by the Banvard Musical Comedy Company at the Star Theatre last night when "Tip Toes" was presented to a highly appreciative audience. Containing all the essentials of a first-rate musical comedy, in the number of its tuneful melodies and the humour of its dialogue, "Tip Toes" was brilliantly produced.

To-night, "Tollies Bergere," an outstanding revue in the repertoire of the Company, is being presented, to be followed to-morrow night by a pot-pourri programme as the closing performance of the Company here.

LIVELY SCENES IN ASSEMBLY.

BITTER FEELING ON PUBLIC SAFETY BILL.

PATEL DICTATORSHIP.

New Delhi, Apr. 5.

Lively scenes marked the resumption of the debate in the Assembly regarding the Public Safety Bill. The President of the Assembly ruled on Monday that discussion of the Bill was not permissible while the Meerut trials were in progress. The Government spokesman declares that Mr. Patel is not empowered to disallow discussion.

Motilal Nehru, the principal author of the now-famous Nehru report, claimed that Standing Orders showed that discussion of the Bill was impossible without infringing matters *sub judice*.

Mr. D. A. Lindsay, one of the European members, denied this and said that Mr. Patel was trying to assume the position of a Dictator, contrary to the example of the Speaker of the House of Commons.

Sir Provash Chandra Mitter, the Law Member, whose speech was constantly interrupted, quoted Parliamentary procedure by which the President was bound to accept the House's decision regarding any position not covered by precedent or by Standing Orders.

There were crowded galleries for the debate, among those present being the Simon Commissioners. Uproun followed Mr. Patel's announcement that he would reserve his ruling.—*Reuter*.

FORMER HONGKONG RESIDENT.

DEATH OF MR. G. P. CURRY AT HOME.

The death occurred at Exeter on March 4 of Mr. George P. Curry, who was for many years secretary in Hongkong of the Hongkong and China Gas Company. Retiring in 1924 he went home with his wife and family and settled down in his native town. He had been a sufferer for something like two years. The funeral took place on March 7.

Prior to his arrival in Hongkong in 1902, Mr. Curry had held appointments with the Gas companies at Exeter and Cheltenham, coming to Hongkong in the capacity of book-keeper. After only a few months he was promoted to the position of Local Secretary, which he held until his retirement.

Of a reserved and retiring nature, Mr. Curry was not prominently identified with the public life of the Colony, but as a Kowloon resident he was one of the founders of the Kowloon Residents' Association. On leaving the Colony he was the recipient of presents and testimonials from the foreign and native staffs of the Gas Company.

MONDAY'S CABARET PERFORMANCE.

BIG ATTRACTION AT THE HONGKONG HOTEL.

A big attraction is to take place at the Roof Garden of the Hongkong Hotel on Monday night, when the Banvard Musical Comedy Company will present a super-cabaret performance. The full programme is as follows:

- 1.—Opening Number.
- 2a.—Speciality by the Banvard Girls.
- 2b.—Gaye Jukes.
- 3.—"Little Boy Blues" from "Clowns in Clover."
- 4.—Billy Bray.
- 5.—Russian Ballet Burlesque: Cherry Wyndham, Jack Desmond, Edgar Stanmore.
- 6.—"Wings of Love." Angus Strong and Edna Ray.
- 7.—Jack Desmond.
- 8.—Doll Dance—The Girls.
- 9.—Frank Atkinson.
- 10.—Finale.

EXCHANGE RATES.

	London, Apr. 5.
Paris	124.20
Brussels	34.94 1/2
Amsterdam	12.10 1/2
Berlin	20.46 1/4
Copenhagen	18.21 1/4
Vienna	34.63
Helsingfors	102 1/2
Lisbon	108 1/4
Bucharest	815
Buenos Aires	47.5/16
Shanghai	2/6
Yokohama	1/10 1/2
New York	4.35 1/2
Ceylon	25.2 1/2
Milan	92.75
Stockholm	18.17
Oslo	18.10 1/4
Prague	163 1/4
Madrid	82.32 1/4
Athens	375
Rio	5.27/32
Bombay	1/5 1/2
Hongkong	1/11 1/4
Silver (spot and forward)	85 1/2

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FORD STERLING

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Orchestra 5.15 & 9.20. Interceptor 2.30 & 7.15.

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MARCELINE DAY

and **"FLASH"**

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AT THE **STAR** FINAL SHOWINGS TO-DAY
At 2.30 & 5.30.

9.15—THE BANVARD MUSICAL COMEDY CO.—9.15.